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No. 5 OCTOBER 1954

The Official Newspaper of the Portsmouth Command

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THE RESERVE FLEET

THE ROYAL NAVY has from earliest times maintained ships in reserve with the object of being able to replace ships of the seagoing fleet which require repairs or long refits, and of having spare ships ready to be manned by the Naval Reserves—Royal Fleet Reserve, Royal Naval Reserve, and Royal Naval Volunteer Reserve—who would be called up on mobilisation.

When the war with Germany and Japan came to an end in 1945, the Royal Navy was six times its pre-war size, and as the release programme progressed, the majority of the ships in commission had to be paid-off until the peace-time seagoing fleet was reduced to the size we could afford to man with our post-war Navy. Those ships which were worn out or for various reasons would not be required in a future war were scrapped, but this left over 300 ships and major landing craft to be placed in reserve—the bulk of them being destroyers and frigates, ships bound to be badly needed for convoy and anti-submarine duties in any future struggle.

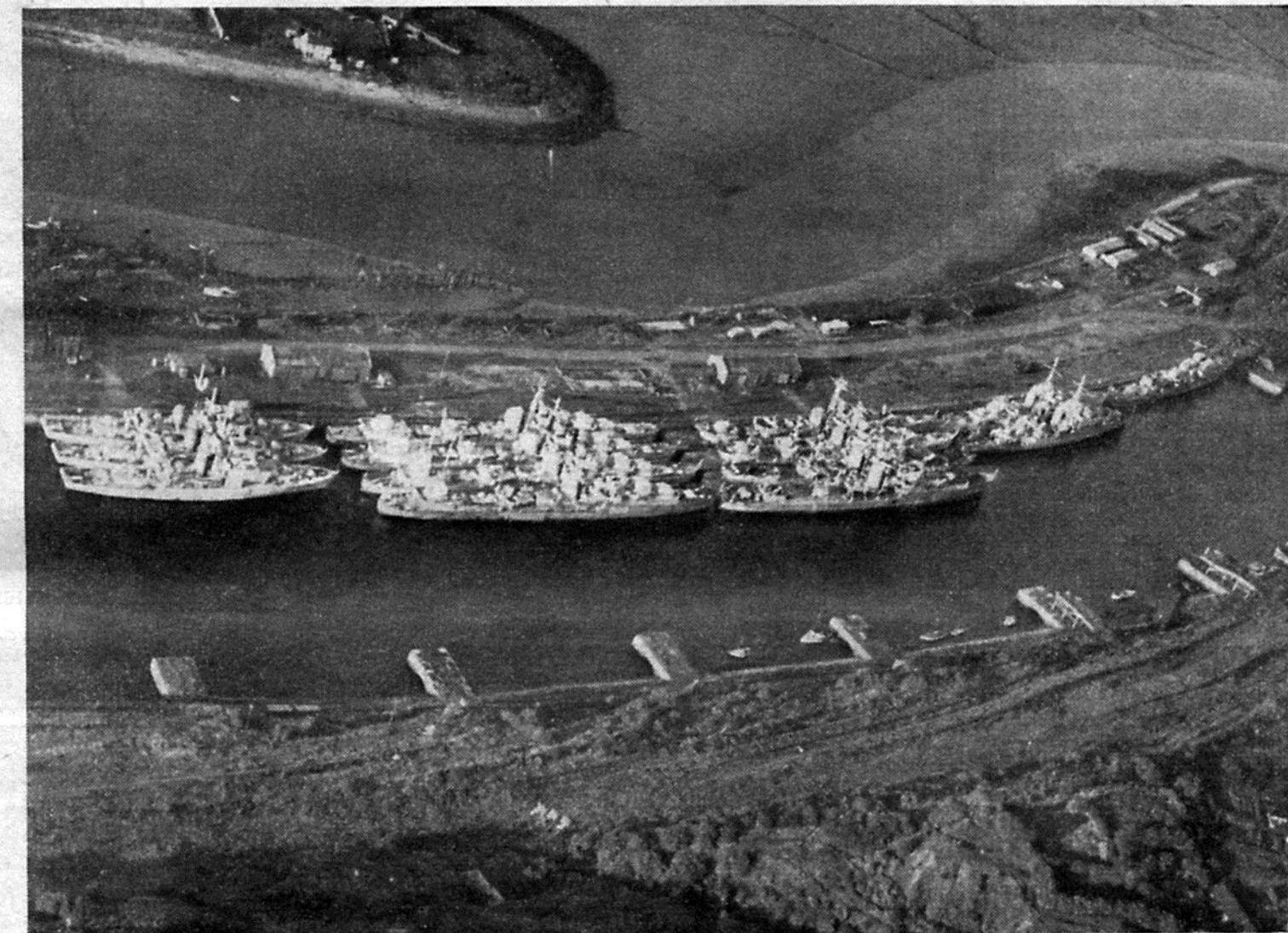
The task of keeping these immobilised ships ready to be commissioned in the shortest possible time has obviously an importance second to none in the Naval Service and while the officers and ratings whose task it is are denied the excitement and changes of scene that their opposite numbers in the seagoing fleets enjoy, they have the satisfaction of knowing that their work is absolutely essential to the Navy and that the power of the Navy to expand in the early days of a war depends on how they are fulfilling the trust that is placed in them.

Changes Since 1939

In 1939 we had a comparatively small Reserve Fleet which was maintained in running order by considerably larger crews than are allowed to ships in reserve today. Various inevitable changes in the Navy since 1939 have increased the proportion of billets in shore service to those in seagoing ships, and it would be quite impossible to provide crews on the 1939 scale to the ships of the immensely larger Reserve Fleet we have today.

Two years ago a start was made to lay up ships in reserve in various commercial ports round the coasts, where they are dehumidified and economically looked after by civilian shipbuilding firms. These ships are dehumidified and so the amount of work required is small, and this redeployment scheme has resulted already in savings of several thousand officers and ratings who would otherwise have to be employed looking after these ships in the Home Ports.

Another important aspect of the work of the Reserve Fleet is that of taking over from their builders the many small craft now being delivered—coastal and inshore minesweepers, seaward defence boats and fast patrol boats of various types. The work of ferrying them from the builders to H.M.S. Diligence or Hornet, putting



Ships of the Reserve Fleet are dispersed throughout all parts of Britain. Here is an unusual view of some of the ships at Penarth

on board their armament and equipment and carrying out trials, and subsequently preserving those destined for reserve is all part of the Reserve Fleet's task. The old B.O.A.C. Flying-Boat Base on Southampton Water was commissioned as H.M.S. Diligence for this purpose, while a section of H.M.S. Hornet deals with some of the craft.

At present the Reserve Fleet is very short-handed, and the work is hard and often monotonous, but there is a constant search for new and more efficient methods to save work and improve the preservation of the ships and their gear. Those who serve in the Reserve Fleet would much rather be getting ships ready for service than laying them up in the state our forefathers called "in ordinary," but the importance of the task is realised and there is plenty of determination to finish the job.

DRAFTING FORECAST

COMMISSIONING PROGRAMME FOR THE NEXT SIX MONTHS

THE FOLLOWING Portsmouth-manned ships are expected to commission during the next six months:

FOR GENERAL SERVICE

October 26: H.M.S. Charity (Mediterranean/Home Fleet).

December 1: H.M.S. Agincourt (Mediterranean/Home Fleet); H.M.S. Barrosa (Mediterranean/Home Fleet).

End December: H.M.S. Magpie (Home Fleet/South Atlantic).

End January: H.M.S. Sheffield (Mediterranean/Home Fleet).

March: H.M.S. Morecambe Bay (Home Fleet/America and West Indies Station).

End March: H.M.S. Scorpion (Mediterranean/Home Fleet).

Mid-April: H.M.S. Wrangler (Home Fleet/Mediterranean); H.M.S. Wakeful (Home Fleet/Mediterranean).

FOR FOREIGN SERVICE

January: H.M.S. Concord (Far East).

February 23: H.M.S. Newfoundland (Far East).

February: H.M.S. Wren (Persian Gulf).

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RESERVE FLEET NUMBER

*See Centre Pages
for
Special Article and
Pictures*

PORTSMOUTH Navy News

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Tel.: Portsmouth 74571 (Ext. 2913)

Message from Flag Officer Commanding Reserve Fleet

VICE-ADMIRAL J. W. M. EATON
C.B., D.S.O., D.S.C.

"READY AYE Ready" has been the motto of the Royal Navy since its earliest days. This saying would be but a meaningless phrase were it not for the reserves of trained manpower, ships and material which enable the Active Fleet to expand rapidly into the large naval force required to protect our sea communications in time of war.

The Reserve Fleet therefore has been a vital factor in the Navy's preparedness to fulfil its traditional role as the country's first line of defence, since the very beginning. Successive major wars have shown clearly how important it is for the Navy to maintain in reserve ships of all types, which can be commissioned and brought into service shortly after the outbreak of hostilities.

Today the Active Fleet has the backing of some 300 ships in maintained reserve. They vary in type from battleships to small inshore minesweepers and are berthed at ports all over Great Britain, in Northern Ireland and at bases abroad.

Since the last war, the shortage of manpower has led us to develop new techniques in the maintenance of our ships in reserve. Some of these techniques, for which officers and men are specially trained, are illustrated in this edition of NAVY NEWS. Ships to which these techniques have been applied are berthed in commercial ports, where they are maintained by civilian labour with naval technical assistance. This disposition of the Fleet provides employment for any surplus labour in the port areas and in addition ensures some degree of dispersal of its units, in the event of heavy air attacks at the outbreak of war.

Finally the task of maintaining ships in a proper state of reserve has never been easy. It is certainly no easier today owing to the technical complexity of the modern warship. The efficient maintenance of the Reserve Fleet of the present day calls for a high degree of technical knowledge, unremitting zeal and a great capacity for hard work.

EDITORIAL

EVERY NEWSPAPER is launched in the hope that it will attain a degree of permanency. It is, however, in the fourth and fifth months that it usually encounters real criticism, a slowing down of its initial impetus, and a falling away of its supporters. If it can survive the five months, it is reasonably safe to suppose that the newspaper will be established permanently.

NAVY NEWS, sponsored by a few enthusiasts, has endeavoured to present to the Navy every item of news truthfully and without partiality. Judging from the many letters that we have received, that policy has been endorsed fully by our readers and contributors. Enough copy pours in to fill two issues for every one published. Sales have increased each month, and our circulation is now greater than we ever thought possible.

We are grateful to the welfare committees of H.M.S. Vanguard and Perseus, who, as a mark of their appreciation, have generously given us gifts of £20 and £10.

So — greatly encouraged by the tremendous response of all in the Command—we present yet another issue, confident that NAVY NEWS is here to stay.

NAVAL CLUBS . . . 4

The First Permanent N.A.A.F.I. Club

EIGHT YEARS ago the present Queen, then Princess Elizabeth, opened the Portsmouth N.A.A.F.I. Club, which is located at Government House Site, Cambridge Junction. It was the first in a chain of permanent N.A.A.F.I. Clubs planned for Service centres in Great Britain.

Portsmouth was picked as the home of the first permanent N.A.A.F.I. Club because the need for a Services' social centre was particularly acute. The blitz had played havoc with existing off-duty

orchestra or a talented solo instrumentalist to present a period of quiet entertainment during the dearest part of the day. He has the backing of the mixed Civilian and Services Club Committee.

The restaurant, which has an efficient self-service cafeteria, produces some 3,000 meals a week at prices averaging between 1s. 6d. and 2s. 6d. The menu is varied and the standard is high. The manager's only complaint concerns the reluctance of the majority of his patrons to try anything new in the



amenities for ratings and Wrens, and in 1946, when Portsmouth still contained a heavy Services population, the fine new Club, with its restaurant, tavern, lounges, games room, ballroom, barber's shop, shower baths and W.V.S. Information Bureau, formed a Forces' social centre that was without equal in the land.

In post-war years the reduction in the strength of Navy personnel in and around Portsmouth has brought about a gradual change in the function of the Club. It is no longer a casual calling place for the sailor with a few hours to spare, but a real Service Club with regular members and an atmosphere of good fellowship and comfort. The social side has increased enormously and is still growing. The nightly dances and the fortnightly gala nights have strained the ballroom capacity to its limits, and work has now begun on alterations that will nearly double the floor area.

Mr. Sayers, the urbane Club manager, has already organised, with considerable success, Sunday afternoon musical sessions, providing a small

culinary line. Egg and chips, sausage and chips, steak and chips, with the usual variations, still form the bulk of the orders.

The games room, equipped with two full-sized billiards tables and a table-tennis table, is seldom, if ever, unoccupied and there is often a waiting list.

These comfortable lounges and the reading and writing room are havens of rest for many a tired sailor or Wren. Visit them at any time during the Club's opening hours—from 10 a.m. to 10.30 p.m.—and you will find a scattering of sailors, or soldiers, certainly one or two Wrens and Wracs and possibly an airman or two taking their ease in the deep armchairs or sitting at a writing table.

When Queen Elizabeth opened the Portsmouth Club she described it as a Club of which every member might well be proud. Her Majesty added: "In a traditional Service centre such as Portsmouth the N.A.A.F.I. Club is assured of a long, busy and useful life. . . . It will remain a permanent feature of this great city."

R. D. McB.

COASTAL FORCES WAR MEMORIAL

ON FRIDAY, September 17, at 3 p.m. during a brief spell of fine weather with only a few gusts of wind which in no way marred the ceremony, the Coastal Forces War Memorial was unveiled by Mrs. Catherine Hichens, widow of Lieut.-Cdr. R. F. Hichens, D.S.O. and bar, D.S.C. and bar, R.N.V.R., and dedicated by the Venerable Archdeacon F. N. Chamberlain, Chaplain of the Fleet, assisted by the Rev. Owen Roebuck, Chaplain of the Church of Scotland and Free Churches, in the presence of the C-in-C., Portsmouth, and many relations and old members of Coastal Forces.

The service was short and simple, and the whole atmosphere, one could feel, was intimate and homely. Many people remarked afterwards how well this reflected the spirit of Coastal Forces. Everyone really joined in, heart as well as voice, in the familiar hymns and simple prayers.

The memorial was then unveiled by Mrs. Hichens, after a short speech which is worth reporting in full. She said: "My sons and I are deeply conscious of the honour that is being paid to my husband's memory in asking me to unveil this memorial to all the dead of the Coastal Forces. Eleven years ago our Captain came to tell me of my husband's death after an action in which, though contact with the enemy had been broken off and victory achieved, my husband had been hit by a stray shell and others in the cockpit wounded. He said to me: 'You won't believe me now, but time is a great healer.' Today I realise how true his words were. Now, because sufficient time has elapsed we can forget the dumb pain we all suffered; the vacuum into which we all put our minds be-

cause we couldn't bear our happier memories. We can remember our men; remember 'the little ships' in which they went to sea; remember their courage and endurance; their gaiety; even their failings; we can remember proudly and happily all they had to give us and their country. We must remember, too, those who gave, not their lives, but their limbs; they and theirs may well have suffered more. I would like to finish with a slightly altered quotation of my husband's own words to describe his feelings after attending the funeral of some of his own men killed in a similar action: 'We fight on. Our loved ones are at peace.'

The "Last Post" was sounded by six boy buglers from H.M.S. St. Vincent. The memorial was then dedicated by the Chaplain of the Fleet and the "Reveille" sounded and a wreath laid by Mrs. Hichens.

At the conclusion of the service wreaths were laid by Cdr. Campbell-Smith, R.C.N., on behalf of M.T.B. officers in Canada and Washington; by Cdr. Gundersen, R.Nor.N., two wreaths on behalf of the officers and men of the Royal Norwegian and Danish Navies; by Lieut.-Cdr. Schreuder, R.N.N., on behalf of the officers and men of the Royal Netherlands Navy; by Sandy Edwards "In memory of my friends in Coastal Forces, especially 'Hitch'"; and by Mrs. Snook. "In grateful memory, Fleet Mail Officer, Portland, 1942-43."

Perhaps the whole atmosphere was best shown by the four sailors resting on their arms reversed at each corner typifying the simple prayerfulness yet dignity of the occasion.

The Commander-in-Chief Admiral Sir George E. Creasy G.C.B., C.B.E., D.S.O., M.V.O.



COMMANDER-IN-CHIEF'S MESSAGE TO COMMAND

On my arrival at Portsmouth I send my good wishes to all hands in my new command. I shall look forward to seeing you all in your own ships and establishments in the near future.

Nearly Time Expired?

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Have YOU a personal problem? . . .

ASK JOHN ENGLISH

He Married an American

Some years ago, when in a ship which visited the States, I married an American girl. After returning to the United Kingdom, I arranged for her to come over here. She came, but didn't like Scotland and without any warning she returned to the U.S.A.

I have now received papers about a divorce which she has started in Virginia. If she succeeds, will I be free to marry someone else?

Answer: Unfortunately, any divorce which your wife obtains in Virginia will not be valid in Scotland, and I am afraid that if you married again you would be guilty of bigamy.

I gather you are a Scotsman and therefore if Scotland is your permanent home you are domiciled there. According to Scottish law, only the country where the husband is domiciled has jurisdiction in divorce.

The only advice I can give you is if your wife marries again, her marriage would be bigamous, and if the marriage is consummated, her conduct adulterous. If you have evidence of this, you can divorce her on grounds of adultery.

On the other hand, if your wife does not marry again, you should endeavour to get her to rejoin you, as the Scottish Courts require you to make an effort to adhere to your wife.

I am of the opinion that the Scottish Courts would regard the attempt of your wife to obtain a divorce in Virginia as an act of desertion.

Is He the Heir?

My father died 12 months ago. I am the eldest son and always thought that the eldest son was the heir by the law, and so entitled to succeed to the father's property. My mother is dead, but I have four brothers and sisters and my father did not leave a will. My brothers and sisters refuse to let me have the insurance monies, National Savings certificates and furniture which my father left. What is the position, please?

Answer: I am not at all surprised by the attitude adopted by your brothers and sisters. There is no such thing as an heir by the law on intestacy in these modern times. As your father did not leave a will, he died intestate and his estate is divided equally between you and your brothers and sisters. If your

father's property exceeded £100, you should visit a solicitor and ask him to take up Letters of Administration, without which neither you nor your brothers and sisters will be able to deal with the estate.

Admiralty Hiring Scheme

Could you tell me why my husband cannot be eligible for the Admiralty Hiring Scheme, just because he is under 21, when he can go to sea and war and get killed before he is 21? My husband was at Greenwich Naval School from the age of 11 to 15, then entered the Boy Seaman Branch. He has signed on for 12 years' continuous service, and hopes to do 22 years, but this age limit does not encourage him. You see it also applies to his going abroad—I am not allowed to go with him until I am 21.

Is this age limit necessary, when it does not apply to the Air Force?

Answer: Please don't think me unsympathetic, but the fairest answer I can give you is that these rules about eligibility for hirings and free passages abroad have been worked out and publicly announced before your wedding, and so your husband must have known of them when he decided that the two of you could afford to get married. I well know how disappointing for young married people is anything which prevents them having as much time as possible together, but I am sure it cannot be long before your husband reaches the age of 21 and you can benefit from the many concessions which the Admiralty has announced since the war. Don't forget the officers' wives have to wait until their husbands are much older before they can benefit from these schemes!

There is one small point which you have misunderstood. Your own age has no effect upon eligibility for a free passage abroad; it is your husband's age that matters.

I haven't been able to get any official information about the R.A.F., but I find it difficult to believe that it's different in that Service from the Navy.

Before finishing my answer to you, may I add how glad I am to hear that your husband hopes to do 22 years in the Service. You keep his ambitions up and get him to advance himself, for there's plenty of scope for him to make a jolly good future for you both.

Motoring Notes

AS A PROFESSIONAL motorist who earns his bread and butter in the motor trade, and who unfortunately has a daily journey of 20 miles each way to his work, usually in a hurry, your motoring correspondent has ample opportunity to criticise his fellow motorists and, incidentally, himself, when, as is inevitable, he makes an occasional mistake. Although not a speed merchant, he is nevertheless not in the habit of wasting time on the road, and like many fast drivers, is fairly easily irritated by repeated baulking. It is rather interesting, therefore, to study the reasons for some of this baulking, some of which are all too obvious.

Hand Wagging

The most irritating person on the road in my opinion is the careful driver—often in a small 10 h.p. car—keeping to a steady 30-35 m.p.h. on the open road and conscientiously signalling his every intention. Like most fast drivers, I always react the same and mutter to myself inwardly: "For Pete's sake stop wagging your hand and get on with your driving." The latest example I met very recently when I came up behind an old Hillman Minx. I was repeatedly unable to get through owing to the charming driver holding to the centre of the road, but after a while became somewhat amused. Every few moments on absolutely every occasion that she overtook stationary cars, cyclists, pedestrians, animals, and so on, a dainty white-gloved hand appeared near the top of the driver's door poking out of an almost closed window. No doubt she thought she was driving impeccably, although in fact not one of her signals was necessary since the circumstances were obvious.

The "turning right" signal with the right arm extended horizontally is a signal very frequently abused. Its main use apparently is to indicate that one is pulling out to overtake, which can be quite a snare for the driver in the rear. I have frequently been misled by this signal, especially when it has been given approaching a right-hand turning. Like many drivers I usually pull into the left to pass on the inside

in these circumstances, only to find that the car in front is not turning at all, but only pulling out to pass something.

May I make a plea to all naval motorists—please stop wagging your right hand unless you really have got something to signal about. Don't keep giving a "turn right" signal when you are only overtaking the vehicle in front—and, last but not least, get on with your driving and keep both hands on the wheel.

Servicing

There is no doubt that regular greasing and general lubrication, either in your own garage or the service station, pays large dividends in prolonging the life of a car. There are, however, a few points which are sometimes overlooked, even in the best service stations, and I suggest that it is worth while checking before taking your car away that the following points have in fact been attended to:

- (a) Brake master cylinder topped up.
- (b) Distributor governor lubricated.
- (c) Fan greased where appropriate.
- (d) Dynamo bearings lubricated.

These are not necessarily points which are automatically attended to, and should not only be stipulated if due for attention, but should also be checked before taking the car away.

Car-Polishing

For those motorists who believe in wax polishing their cars and stick to Simoniz despite the hard labour involved, I have recently discovered a very useful powder which definitely cuts down the amount of elbow grease required. The stuff is called "Powderiz," and I can vouch for its efficiency. It is not readily obtainable but if anyone cares to drop me a line c/o NAVY NEWS, with a postal order for 5s. 8d., I will be quite prepared to obtain it for them.

Dates to Remember

The International Motor Car Show, Earl's Court, October 20 to October 30.

A. E. Marsh.

A.F.Os. of Interest

New Pay Procedure

A.F.O. 1763/54 announced the introduction of a full-scale trial throughout the Fleet, of certain modifications to the present naval pay accounting system, to start on October 1, 1954. This A.F.O. gives accounting directions, the effect of which upon the rating will be primarily that he will receive at the beginning of each quarter a single sheet showing particulars of his pay during the previous quarter, or if he joined during the quarter from the date of his joining the ship. This trial is the first stage in an endeavour to reduce delay in a man's pay documents accompanying him when on draft, and to associate personnel more closely with particulars of their own accounts. Certain other small changes to introduce a uniform system of fortnightly payment for ratings are also projected; details may be expected later.

Pyjamas

A.F.O. 2181/54 extended the free issue of two suits of pyjamas to all naval ratings and Royal Marines; it was previously restricted to those who joined on and after July, 1951.

Royal Malayan Navy

A.F.O. 2182/54 notified that certain C.P.O. ratings (seaman, E.R.A., writer and steward branches) were invited to volunteer for service as instructors with the Royal Malayan Navy.

A.F.O. 2184/54 printed a list of ratings required for loan to the Royal Malayan Navy after completion of a R.N. engagement, with rates of pay and conditions of service.

Education

A.F.O. 2183/54 drew attention to the importance and value of passing Education Test Part I to all ratings, but especially those in the seaman and stoker branches.

A.F.O. 2319/54 gave particulars of certain new courses connected with automobile engineering and electrical engineering which have been introduced into the Forces' Correspondence Scheme.

Civil Service, etc., Competitions

A.F.O. 2186/54 announced opportunities for officers and men to compete at an open competition for at least 60 appointments as officers of Customs and Excise in the Customs and Excise Department. Examinations will be held on December 1 and 2, 1954.

A.F.O. 2328/54 referred to the Civil Service Commission competitions for clerical classes (General and Departmental) of the Home Civil Service and Grade 6 parts in Branch "B" of the Foreign Service. Closing date for the receipt of completed application forms is October 21, 1954.

Suitcases

A.F.O. 2245/54 reminded ratings that only the correct Service pattern and size suitcases could be allowed so as to fit into stowage racks provided in ships. Suitcases of other than the correct pattern cannot be suitably stowed in kit lockers which contain a compartment for this purpose or in the standard racks where provided in ships. They are consequently difficult to secure, cause undue congestion in the living spaces, and constitute a possible source of danger in the event of damage to the ship.

Royal Marines

A.F.O. 2336/54 gave the welcome news that the gold-braided cloth tunics as previously worn by senior N.C.Os. of the Royal Marine Band Service are to be reintroduced for wear by these ranks on ceremonial occasions in place of the yellow-braided cloth tunics worn at present.

Widows' Pensions

A.F.O. 2193/54 adjusted some anomalies in widows' pensions. When details of the Forces' Family Pensions Scheme were promulgated in A.F.O. 842/53 it was stated that pensions would not be payable in conjunction with awards by the Ministry of Pensions and National Insurance in respect of death due to service.

It has, however, now been decided that widows and children of officers and ratings who die after August, 1950, who are eligible for an "attributable" pension may be awarded, if otherwise eligible under the Forces' Family Pensions Scheme, an "ordinary" Pension supplement in respect of the officer's or rating's service on a scale laid down in the A.F.O.

All the awards will be made automatically without application by the widows.

Japanese Assets

A.F.O. 2244/54 announced a further distribution of Japanese assets to ex-

prisoners of war in Japanese hands. Those likely to be concerned should study this A.F.O., which has been reprinted for notice-boards.

Botany

A.F.O. 2255/54 invited naval officers and ratings to help in collecting from out-of-the-way parts of the world plants which may, after due experiment and trial, prove suitable for introduction to English gardens. The request is made by the Royal Horticultural Society, Wisley, Ripley, Woking, Surrey, who describe in the A.F.O. the best way to collect and send seeds, etc.

N.A.A.F.I.

A.F.O. 2316/54 reported the 82nd meeting of the Headquarters Naval Canteen Committee, held on July 23, 1954, the minutes of which have been distributed to ships' companies' notice-boards.

New-Type Hammock

A.F.O. 2402/54 described the introduction of a new type of hammock capable of use for sleeping in with a camp bed. This new type of hammock, and the mattress to go with it, will be longer than the present hammock and will be fitted with two canvas tunnels to take the camp bed metal fittings when required. The longer mattress will also be suitable for use in the portable bed bunks which are being fitted in certain ships such as Hermes class and Victorious on modernisation. The existing pattern of camp bed will eventually become obsolete and will be replaced by a set of metal fittings comprising framework for a bed.

No change is involved to the existing arrangements for the provision of bedding for use with bedsteads in shore establishments and in ships in which fixed berths or bunks are fitted. It will be some time before the new-type hammock and mattress are universally available, and certain interim arrangements will be necessary. In order to gain user experience of the articles of modified design pending their general introduction, it is intended to provide the new hammocks, etc., in two or three selected ships commissioning or recommissioning during the present year. Not the least interesting feature of this

A.F.O. is that ratings will be issued on loan one pillow and two pillow covers which will be returned when they leave the ship.

General Service Commissions—Leave Arrangements

A.F.O. 2458/54: This A.F.O. sets out the details of the policy regarding leave scales whilst serving on a General Service Commission. It is intended, in general, that the existing leave scales should continue.

The proposals, briefly, are that if proceeding overseas and no leave has been taken for more than 28 days men will be granted, as far as is possible, seven days' advanced General Service Commission leave prior to commissioning, or proceeding overseas if United Kingdom service makes up the first part of a General Service Commission. This seven days will be deducted from the entitlement of 54 days' leave due during a General Service Commission. Two thirds of this leave, i.e., 36 days, will be granted within the commission. For example, whilst within the Home Fleet 14 days' seasonal leave at Christmas and summer, plus three days at Easter. On return from overseas service a minimum of 10 days, if proceeding direct to ship's home port.

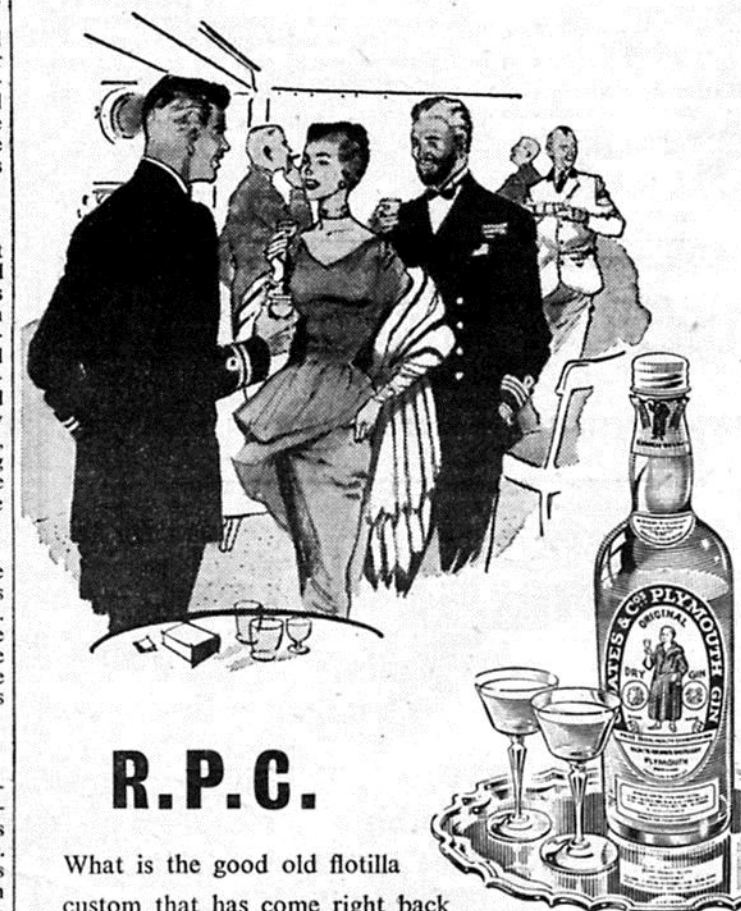
This Fleet Order has been reprinted for notice-boards and merits study by officers and men.

SHOOTING OF NEW FILM IN PORTSMOUTH

APPROVAL HAS been given for the granting of naval facilities at Portsmouth and Portland to the film company, Ealing Studios Ltd., in connection with their film, "The Ship that Died of Shame," based on the short story by Nicholas Monsarrat.

Final Reminder—Rear-Lighting

Rear reflectors are now compulsory on all vehicles, including motor-cycles, as from October 1, 1954. Have you had them fitted yet?



R.P.C.

What is the good old flotilla custom that has come right back into wardroom and club popularity? Requesting Plymouth's Company—with pink, tonic, vermouth, squash or just plain water! Plymouth, the Navy's own gin, is right back to pre-war perfection. R.P.C. at the R.N.V.R. Club or any good bar.

PLYMOUTH
the GIN of pre-war perfection

COSTS NO MORE THAN ORDINARY GIN

W.R.N.S. NOTES . . .

Visit of the Commander-in-Chief, Portsmouth, to H.M.S. Mercury

THE COMMANDER-IN-CHIEF, Portsmouth, Admiral Sir John Edelsten, G.C.V.O., G.C.B., C.B.E., paid a farewell visit to H.M.S. Mercury on Friday, September 10. He took the salute at a parade of the ship's company, which included three W.R.N.S. Divisions, and afterwards gave an address.

Tennis Court—Duchess of Kent Barracks

The hard tennis court recently constructed in the Duchess of Kent Barracks is now complete. This work has been made possible by a very generous grant from the Nuffield Trust for H.M. Forces of the Crown.

A letter of thanks from representatives of the Service has been sent to Lord Nuffield.

An inscribed plaque is to be erected at the entrance to the court as a permanent record of this gift.

W.R.N.S. Benevolent Trust

A collection was taken on September 2 throughout the W.R.N.S. Unit at the Royal Marines Barracks, Eastney. The sum realised amounted to £3 3s. 6d., which was forwarded to the Hon. Secretary for the Portsmouth Command.

Scottish Country Dancing

The autumn session commenced on Monday, August 30, under the supervision of Sub-Lieut. (S) B. I. D. Stranach, R.N. The dance is held on Mondays in the recreation room, Duchess of Kent Barracks. The room is spacious and comfortably holds 80 to 100 energetic dancers.

An invitation has been extended to the R.N. personnel in Victoria Barracks to attend every week.

The main object is to combine the teaching of new dances with the pleasure of a social evening. Our gratitude is expressed through the medium of this column to Sub-Lieut. Stranach for all his help.

Music Circle

The first of a series of gramophone record recitals, chosen by Coder (Ed) H. A. Nisbett, took place on Thursday, September 9. Coder Nisbett has kindly consented to assist with the selection of the programmes until Christmas.

Guests were invited from Victoria Barracks. The numbers attending far exceeded those expected. It is hoped that this is indicative of a genuine interest in classical music. From time to time those attending will be given the opportunity of choosing their own programmes.

Coffee is served during the interval by the Wrens. The help given with the washing-up by the guests has been very much appreciated.

Erratum to the September Edition of this Paper

Higher Education Test, First sentence. Substitute: "The next examination will be held in October, 1954."

Handicrafts

Classes are held in the Duchess of Kent Barracks three afternoons and three evenings a week.

During the past month many stool frames have been fitted with woven sea grass seats. For most this is a first attempt. The process is straightforward but hard on the hands. The results so far have proved well worth the effort and attractive in design.

Leatherwork is becoming increasingly popular. A variety of shopping bags, handbags, wallets, purses and the fashionable bucket bag can be seen in the process of being made.

Wren Wilkinson is able to tat, and has made several pretty mats. She has expressed her willingness to show anyone interested the basic stitches. Dainty yet strong edges can be made for table mats, handkerchiefs and lingerie. All that is needed is a shuttle and crochet hook, and, of course, patience.

Two small weaving looms are available for anyone who would like to weave a scarf. A beginner would need to be prepared to spend a maximum of eight hours on a first scarf. Hand-woven scarves, with knitted mittens or gloves to match, in bright colours, make a most acceptable Christmas present for both young children and the more fashion-conscious adults.

A handicraft exhibition is being arranged to take place towards the end of November when the work of the W.R.N.S. in the Portsmouth Command will be displayed.

W.R.N.S. Officers

Third Officer P. A. Newton has relieved Second Officer R. S. I. Gregory as Command W.R.N.S. Sports Officer. Third Officer M. A. Adamson has joined additional.

Chief Petty Officers and Petty Officers

Attention is drawn to A.F.O. 2192/54, which states that Chiefs and confirmed Petty Officers are to provide themselves with a No. 1 Dress. When certified by their Divisional Officers to be in possession of this dress the ratings concerned are to be credited with a gratuity of £6 to cover the excess cost of the initial provision of a cloth suit as compared with the cost of a serge suit at Fleet Issuing Prices.

W.R.N.V.R. Officers

An administrative course for probationary Third Officers was held in the Duchess of Kent Barracks from Monday, September 6 to 18, inclusive.

THE FRIENDLY face and warming smile of Lady Edelsten will be known to thousands of the Navy's officers and men as well as to great numbers of local citizens after the two years during which she has lived amongst us whilst Admiral Sir John Edelsten has held the Portsmouth Command. Admiral Sir John Edelsten, before he left Portsmouth, received remarkable expressions of regard and affection, and there can be no doubt that these were due to the cheerful and conscientious way in which he has fulfilled his functions as Commander-in-Chief and the great personal interest he has shown in the great variety of naval activities under his administration.

Lady Edelsten, no less than the Admiral, has devoted herself with the same qualities of a warm and human interest to the many welfare and social activities of the port and of the Command. It is these activities which bring real and practical help to the man in need and to his family, and they in their turn rely on the active and vigorous support which they have received from Admiralty House.

Anyone associated with the Royal Naval and Royal Marine Children's Home, the Royal Naval and Royal Marine Maternity Home, the Services House, the Drop-in Club and the Royal Naval Friendly Union of Sailors' Wives will speak with appreciation of Lady Edelsten's concern for their advancement and well-being.

She has for some time run a fortnightly sewing party of the Southsea branch of the Royal Naval Friendly Union of Sailors' Wives in Admiralty House and is far from content with looking on, but takes a full part in demonstrating the skill of the seamstress. Her own remarkable artistic flair and instinctive good taste have brought pleasure and benefit to everybody. She also attends the monthly afternoon meetings of the Royal Naval Friendly Union of Sailors' Wives in Fratton Road, entering fully into the spirit of proceedings.

The success of the Drop-in Club and its free and informal atmosphere are known to have been a source of much pleasure to her, and she has taken an equally great and active interest in the Under Five Club, where the welfare of the children makes the best contribution to help their mothers.

The King George V Fund for Sailors and the Royal Naval Benevo-



lent Trust and Mrs. Currey's activities for Dame Agnes Weston's Sailors' Rest and the accommodation which she has organised for sailors' families have also received Lady Edelsten's strong support. In the organisation of flag days, dances and dress parades for the King George V Fund, a substantial share of the work has been undertaken by Lady Edelsten personally, and during flag days she has always been active herself, supervising the organisation at the headquarters tent on the Hard.

These things are but tokens of her sympathy and natural warm-hearted care for the things which she believes

are important in a society where we all need to depend on each other. She will probably take as for granted her attitude towards them, but it is important that nobody else should do so. They are done with unselfishness which should be a model to all in the midst of a busy life, where there are unceasing demands in the assistance to her husband of his duties and in the day-to-day conduct of a home as busy and hospitable as Admiralty House, Portsmouth.

We would wish her, with the Commander-in-Chief, every good fortune and every happiness in the rest so richly earned on retirement.

Women's Section

PARADE OF FASHION

ON THE 17th of last month a parade of fashion was presented at the Savoy Ballroom, Southsea, by Messrs. Handleys, of Southsea. This show, under the patronage of Lady Edelsten, was in aid of King George's Fund for Sailors, to which the entire proceeds were devoted.

Packed audiences at both showings were absorbed in the latest trends of colour and design. Among the fabrics, woollens predominated, with wonderful examples of tweed. This seems to lend itself particularly to the peacock blue, deep red and rich green of stained-glass windows.

Many models had the dropped waistline, with the interest carried round to the back, often to a swinging panel. Hats were described as comfortable, head-hugging and easy to wear. One charming dress was in grey tweed, beautifully cut to show a cherry stripe in the pleated skirt. We particularly liked the colour contrast of light-tan hat and emerald gloves worn with a grey ensemble.

The lace evening gowns evoked the most applause. Silk jersey, in emerald green, was draped in a grecian style to make one of the most inexpensive and becoming dinner gowns.

BEAUTY TREATMENT

CHILDREN ARE back at school again and housewives have been busy cleaning house and generally tidying up. What about spending a little time on yourself now? If you can get a friend to share the session, so much the better.

Although we certainly were not blessed with much sunshine this summer, most of us seemed to acquire a tan, which has now faded into a rather sickly yellow. It's surprising what can be achieved by lemon juice judiciously applied to the neck where the tan obstinately refuses to fade. Indulge in a face mask, and while it's drying, rest with two pads of witch hazel over the eyes. Trim away any straggling hairs from your eyebrows and reshape your nails.

Treat your hair to an oil bath. Before you wash it, part the strands and

rub in pure olive oil, moving the scalp about with your fingers. Use a good soapless shampoo and finish with a lemon rinse, or try one of the colour rinses—they're fun, and can high-light your hair quite surprisingly.

RECIPE

HAVE YOU a favourite supper dish? We invite you to send us the recipe, and offer a prize to the value of 10s. 6d. Address your entries: "Recipe, Woman's Page Editor, Portsmouth Navy News, R.N. Barracks, Portsmouth."

We welcome letters at any time, so if you'd like to air your views in print, write to us about topics connected with dress, food, children, etc.

ROYAL NAVAL FRIENDLY UNION OF SAILORS' WIVES

HER MAJESTY THE QUEEN is Patron of the R.N.F.U.S.W., which was formed 61 years ago to promote friendship among all naval and Royal Marine wives, to encourage and organise social, recreational and instructional activities for wives in ports, to assist the official welfare organisations in any way possible, and to give practical help where needed.

There are 14 branches at present, most of whom meet monthly for tea, with some sort of friendly activity such as a beetle drive, brains trust, bring-and-buy sale or an outing. Many friendships have been formed by meeting at these parties, and much loneliness and boredom overcome by taking an active part in helping at them, especially for wives whose husbands are away from home, at sea or on foreign service.

Annual subscriptions of 2s. 6d. from officers' wives and 1s. from all other members are to help towards the working expenses of the union.

Information regarding the meetings of the four Portsmouth branches can be obtained from the honorary secretaries:

North End. — Mrs. Hussey, 45a Festing Road, Southsea. (Phone: 33312.)

H.M.S. Vernon. — Mrs. G. A. G. Williams, 46 Lowcay Road, Southsea. (Phone: 31926.)

Southsea. — Mrs. Robertson-MacDonald, 21 Clarence Road, Southsea. (Phone: 31839.)

Gosport and Fareham. — Mrs. Thomas, "Grayshott," Anglesey Road, Alverstoke. (Phone: 8796.)

H.M.S. VERNON BRANCH

Wednesday, October 6. — Sewing meeting in Wardroom Annexe, H.M.S. Vernon, 2 to 4.30 p.m.

Wednesday, October 20. — Sewing meeting, to make articles for sale of work on November 8, in Wardroom Annexe, H.M.S. Vernon, 2 to 4.30 p.m.

Wednesday, October 27. — H.M.S. Vernon Branch, Royal Naval Friendly Union Sailors' Wives' monthly meeting, brains trust organised by I/Cdr. Jessup, in Wardroom Annexe, H.M.S. Vernon, 2.15 to 4.15 p.m. Wives of officers and ratings who are serving or have ever served in H.M.S. Vernon very welcome.

SOUTHSEA BRANCH

AFTER THE annual recess during the holiday month of August, the Southsea Branch of the R.N.F.U.S.W. returned with renewed vigour to their meeting on September 13, which took the form of a beetle drive.

On show at this meeting was a present for Lady Edelsten, for which members subscribed in appreciation of her help and advice to the branch. There was also a present for Mrs. John Smith from the members in recognition of her work as secretary during the past year.

Several members are going to the annual general meeting of the R.N.F.U.S.W. in London on September 29, and there is a varied and interesting programme ahead for the winter months. This includes a sale of work in November, a Christmas party and outings to London and Brighton in December, and a dance in January.

The next meeting will be at Forrester's Hall on Monday, October 11, at 2.15 p.m., when there will be a talk on "Old Portsmouth" by Mr. J. R. Sturgess. Any wives who wish to join will be welcome to come to the meeting, and, of course, applications for information or membership can be made at any time to the Hon. Secretary, R.N.F.U.S.W., c/o Commander-in-Chief, Portsmouth.

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Letters to the Editor

SIR,—Many thanks for your letter stating that you would be glad to receive my copy for the next issue of the NAVY NEWS.

I have already made two attempts to send copy to you, but as there has been nothing in the NEWS, I can only assume that it has gone adrift on its way to U.K. Still, they say third time lucky, so I hope that this one will reach you.

As an introduction I would like to say that H.M.S. Chaplet is attached to the 1st D.S. Mediterranean Fleet as a minelayer cum destroyer, and I might add that we are considered the crack ship of the 1st D.S. (for H.M.S. Comet's benefit).

We have just acquitted ourselves very nobly in the combined Cruiser and Fleet Regatta, which took place at Argostoli. We finished sixth in the combined ships and second in the small ships, with H.M.S. Surprise beating us by one point for first place. The weather was the only drawback, but I think all in all everyone had a good time.

Just at the present we are anchored at Arishina Gulf, which is nearly as barren as the famous Loch Ewe, about which every seagoing sailor knows. Still, we are looking forward to better things on the next stage of our summer cruise.

Sto/Mech. A. W. Lee

7 Mess,
c/o G.P.O., London.

P.S.—Could you please let me know just how much space we are allowed in the NEWS.

SIR,—A Roman writer—I shall hazard the guess that it was Livy, in order that one of your more learned readers may luxuriate in the simple, uncomplicated joy of telling me that I am wrong—once remarked "Semper ex Africa res nova," or, in our modern Anglo-American tongue, "Got anything new?"

It is because I fear the imminence of that question from you, my dear Editor, that I write this letter. Let me confess at once that I have nothing new. My Africa is dry and barren. The bookseller shrugs his shoulder, the publisher is in his counting house counting up the money he made on his Spring publications and dreaming of the money he hopes to make when the Autumn lists are out and the televisionaries have tired of their toys.

You were kind enough to suggest that I might like to purchase some books for review in this month's issue. I received your suggestion, I hope, manfully without flinching. I told myself that your intention was good. I remembered that editors are tenacious men, pursuing unto the 30th and 40th issues those upon whom they have once laid their yoke. But no argument, no sympathy for your virgin acres of column, no forbearance of yours in the past nor even my hopes of continuing free copies in the future could deaden in me the pain, the shame of your suggestion. Reviewers, my dear Editor, never buy books. That is the one method of acquisition which our code will not allow. After all, one cannot decently criticise a writer when one has contributed to that writer's livelihood. Buy a man's book and you enter into a relationship with him. You have taken possession of a part of him. You stand up for him when others attack him. The fellow lives in your house, he is one of the family. Only when he is a mere lodger from bookseller or publisher can you send him about his business, and tell him and everyone what you think of him in the knowledge that you will never have to live with his unspoken reproaches.

There is, however, a loophole; or rather, there are two loopholes. One can, in desperation, take up those books which in richer months one laid aside to await the review which in all probability would never come; or one can trot round the library pecking at the remnants which have escaped the predatory eye of the book-napper, who steals away all the innocent new books to his dreadful den, whence all too often they fail ever to emerge.

The survey of my stock of past non-starters revealed a dreary little band of watchers on the threshold. There is, for example, the gentleman who would have me *Teach Myself Judo* (Eric Dominy, published by English Universities Press at 6s.). This is a hearty book, reminiscent of Major Bloodnok. It is competently done, as are most of its brethren in the series, and if one can learn Judo from a book, this is no doubt as good a guide as any. For one non-Judist, however, the book held no message. I began at random, as one does with a text-book, and found myself confronted with the Stomach

Throw. The respect and affection in which I hold that organ would certainly prevent my submitting it to such a fearsome indignity. I shall continue to hope that a firearm or a policeman will always be at hand should a relevant emergency arise.

Ship's Libraries

That being the only possible among my stock, I turned to the ship's libraries. Here, again, my dear sir, I am loth to criticise. The books in these libraries are my intimate friends. They and I have lurked together, modestly retiring from the too public gaze at Rounds. Let me mention, then, only a few recent arrivals I have enjoyed. There are additions which I have not enjoyed, but, since the library is our library, I shall defend to the death the right of some of our books to be nauseating. *The Sage of Canudos*, a satisfying translation from the French of Louis Marchal (Dent, 12s. 6d.), is a fast-moving tale of lawlessness, the rapacity of feudal landowners and the ruthlessness of professional killers in Brazil some 80 years ago. *Invisible Red*, by Maude Parker (Hodder and Stoughton, 10s. 6d.), is a quickly readable spy story, with a typical, topical American approach to Communist activities. Topical, too, is *Black Argosy*, in which are compared the lives and times of two young Nigerians who come by very different routes to this country. The book is informed, with realistic sympathy for those on the wrong side of the colour bar; the coloured man is not always a paragon, but we who condemn the attitude of a Dr. Malan may see that our own easy liberalism, which is not so nation-wide as some would have us believe, holds dangers for the immature or partly civilised mind. The author is Mercedes Mackay, and the book is published by Putnam at 12s. 6d.

But I go on too long. I would not weary you, nor must I be thought to overstate my case. For your next issue, if you will have me, I shall return dutifully to the fold. For the present, I must remain.

Book Reviewer

Portsmouth.

SIR,—It is with regret that I learn of the fire on board the M.S. Kron Princesa Ingrid through your Command News columns. May I point out that this ship is not Dutch as stated, but Danish, being the sister ship of the Kron Prins Frederik, and owned by the Danish United Steamship Company. I have a great regard for these vessels, having made the crossing between Harwich and Esbjerg (Denmark) in both of them, and enjoyed to the full the excellence of their accommodation, comfort, food and service. It may be remembered that the Kron Prins Frederik caught fire, burned out and capsized in Harwich some time ago, but happily both ships are now operating normally.

E.R.A.3 G. J. Cook

P./MX. 703939,
C.P.O.s. Mess,
H.M.S. Wakeful,
c/o F.M.O., Malta, G.C.

H.M.S. Warrior Evacuation Lift EVACUATION FROM HAIPHONG

H.M.S. WARRIOR, the Royal Navy's aircraft carrier, which has been temporarily released from duties in Korean waters to assist in the evacuation of refugees from North to South Vietnam, is carrying 1,455 people in its first "lift" from Haiphong to Saigon. A message received in London from the ship describes the evacuation as follows:

"Two French L.C.T.s. from Haiphong brought the refugees to H.M.S. Warrior anchored at the Passe Henriette. Two-thirds of them were women and children. They carried their own heavy and cumbersome luggage which, more often than not, included the kitchen stove, and were quite under-terred by the intermittent heavy rain which fell during the three hours of the embarkation.

"After being dusted fore and aft with D.D.T. and searched for hand grenades and other weapons, the refugees quickly established themselves on their rush mats in the hangar. They seemed delighted with the wash place built under the after lift, and small boys remained indefinitely under the showers.

"Two meals a day are given, mainly of rice and fish, or meat, which is cooked in the ship's galley and sent up to the distribution point in the hangar via the bomb lift. Few know the meaning of 'queue,' but after the first day

MARRIED QUARTERS

THIS MONTH there is really excellent news, for the building of both officers' and ratings' houses has started. These are the first two sites, but it will not be long before a start is made at some of the other sites.

The ratings' site is the larger and is at Paulsgrove, on the lower slopes of Portsdown Hill rather to the west of Fort Southwick. The first phase is the building of 114 three-bedroomed houses; later there will probably also be 60 two-bedroomed flats erected at the north-eastern end of the estate. With luck and good weather it may well be that the first house will be ready shortly after Easter. If that is so, it will be a feather in the cap of our civil engineers, for it is likely to be the first house completed in the present programme, which includes a number of other ports.

The site is a pleasant one with fine views over Portsmouth Harbour. Portchester Castle is prominent in the foreground. Behind are the slopes of Portsdown Hill, which will make a happy and safe playground for children, and are likely to remain an open space. The ground is higher than any in Portsmouth proper, and it should be a good healthy spot for families. There are shops close by and it is not far into the shopping centre of Portchester. Buses are also reasonably close to hand. Everything—schools, shops, transport and even a pub—is within easy reach.

The officers' site is in High-street, Old Portsmouth, and 20 houses or flats will be erected on the ground formerly occupied by the George Hotel, which had many naval connections. Amongst other things, the George was visited by Admiral Lord Nelson before he embarked in Victory before the Battle of Trafalgar, and a stone commemorating this event will be incorporated in the new building. It is in an area which was popular with naval officers until much of it was destroyed by enemy action. It will be a particularly attractive spot for those officers who are not lucky enough to possess a car and who want to be near their job in the Dockyard or one of the establishments near by.

It is hoped, before very long, to announce a start at Gosport. This will be the ratings' estate at Fort Brockhurst on the land between Military Road and Cambridge Road.

Geiger counters, Geiger counters,
clicking in my ears,
How the rough about me so familiar
yet appears,
The brambles and the couch grass, the
rabbit-ridden bank,
The slimy patch of hollow where
everything is rank:

For yesteryear I can recall the many
hours I spent
Upon the selfsame errand, alone and
discontent,
But now the times have altered—my
golf has lost its gall
Since I've reduced my losses with a
radioactive ball.

H. G. Middleton

Training in the Flagship Group Reserve Fleet

A VERY important commitment undertaken by the Reserve Fleet and one which is not generally appreciated, is the training of officers and ratings from the Sea Cadet Corps, Royal Naval Reserve and Royal Naval Volunteer Reserve in short courses in seamanship.

In the Flagship Group, with offices and lecture rooms on board H.M.S. Dido, is the training staff, consisting of one lieutenant-commander, two lieutenants, one senior commissioned boatswain and five chief petty officers, and petty officer instructors. During the summer months there is a large increase in the staff to cope with two-day visits by schoolboys.

Courses Available

Officers and cadets of the Sea Cadet Corps spend one week on board. The courses available for officers are: "A," which is compulsory for junior officers, who cannot be promoted to lieutenant until they have passed this general course; "B," boat course; "C," advanced course for more senior officers, and a practical seamanship course. For the boys, three courses are available: General seamanship, quartermaster's course and the petty officer's course. The physical training and gunnery classes are accommodated only and take their courses in Victory or Excellent.

Every fourteen days, a number of civilians, approximately 40, arrive on board. These are probationary junior seamen of the Royal Naval Reserve,

and ratings from List II of the Royal Naval Volunteer Reserve. During their first week, they are kitted-up and told the "Laws of the Navy." The Royal Naval Reserves are then drafted to the Home Fleet Training Squadron for a week's further training. The Royal Naval Volunteer Reserves remain on board for their second week's training in seamanship.

All these officers and ratings besides spending their holiday very pleasantly with the Fleet are very enthusiastic and keen to learn.

MATELOT MOUNTAINEERS

WHILE H.M. Fishery Protection Vessel *Welcome* was in Invergordon for one of her many visits there, a party of three set out to climb Ben Wyvis, a near-by mountain rising 3,500 ft. above the Cromarty Firth.

They were E.R.A. Alsopp, P.O.S.M. Williams and O./Snn. Jackman. Having craftily avoided divisions, they caught the bus into Dingwall, capital of Ross-shire, and the "Base." They changed into climbing rig at the local police station and started off. Going was very hard at times over squelching peat-bogs and through dripping heather, climbing steadily all the time.

Lovers of wild life would have enjoyed the views of grouse, golden plover and red deer. The summit was reached in three and a half hours. All agreed that the magnificent views made the climb well worth while.

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H.M.S. DILIGENCE

H.M.S. DILIGENCE, at Hythe, on the western bank of Southampton Water, was commissioned on March 3, 1953, as a base at which all new construction and converted minesweepers could be equipped and tested, and then either commissioned or held in immediate reserve.

To date, over 50 coastal and inshore minesweepers have been brought to Hythe from shipyards all round the coasts by Diligence ferry crews. At the base, minesweeping, gunnery, radio, radar and compass equipment has been installed and a full series of trials carried out; defects and deficiencies made good, stores, ammunition and fuel embarked, and the ships then commissioned for service or placed in a state of preservation.

New ships have been delivered to the Harwich and Rosyth minesweeping squadrons, to H.M.S. Vernon, and to six of the 12 R.N.V.R. Divisions—these last are each getting a coastal minesweeper in place of their motor minesweepers, and this should greatly enhance their efficiency by enabling them to train and exercise in the modern ships which they would be required to man in an emergency.

Operational First

R.N.V.R. coastals are the current top priority ships at Diligence, with the 15 all-wood inshore minesweepers now coming out of the yards and destined for service with the N.A.T.O. navies under the United States Off-shore Procurement Programme.

When all these operational ships have been completed, then the emphasis of the work at Hythe will shift entirely to the reserve role.

The problems of keeping wooden ships free from rot, worm and other evils are formidable: in 1681 Samuel Pepys wrote, "the omission of the necessary and ordinary cautions used for the preserving of new-built ships. Divers of them appearing not to have been grained nor brought into dock since they were launched."

"Others, that had been docked, sent out again in a condition needing to be brought in a second time. Their holds not cleaned nor aired, but (for want of gratings and opening their hatches and scuttles), suffered to heat and moulder, till I have with my own hands gathered toadstools growing in the most considerable of them, as big as my fists."

"Some not once breamed or heeled since their building, but exposed in hot weather to the sun, broiling in their buttocks and elsewhere for want of cooling with water (according to the practices of our own, as well as all foreign nations)."

"Port ropes also wanting wherewith to open their ports, for airing them in dry weather, and scuppers upon their gundecks in wet, to prevent the sinking of rain through their shrunken seams into their holds and among their timbers."

"From which, and other like omissions, it could not but fall out (as indeed it did), that some of these unfortunate ships were already become rotten. . . . Two hundred and fifty years later, the same conditions obtain but modern methods of preservation are surmounting the difficulties. An experiment is now being carried out at Hythe to see whether it is practicable to package a craft overall—literally to put it in a bag—and the first results of this technique are sufficiently promising to merit cautious optimism about the future of the wooden ships in reserve."

Sport

In her first season in the New Forest Football League H.M.S. Diligence finished in second place. The current season has started with a win over the powerful Esso team at Fawley; a rugged ground is being laid out; rifle shooting, badminton, cricket and sailing all flourish during their respective seasons, with reasonable success for a brand new establishment.

AT THE end of World War II, the Royal Navy possessed a vast fleet consisting of vessels of all types, specially designed for the different tasks required in war time. Some were huge and complicated like the battleship and aircraft carrier; others were small and expendable like the minor landing craft.

This huge armada was far too valuable to throw away when the men who manned them returned to factory, plough or office. It might be needed again in a hurry.

As many ships as possible were kept in commission, to continue training men who guard our shores in peace time; but what of the remainder? The majority? They lie like ghost ships in our many ports, an enormous Reserve Fleet.

From the top of Portsdown Hill, a grand view can be had of the long lines of these ghost ships as they lie moored in neat rows in Fareham Creek and at Fountain Lake. Vice-Admiral J. W. Eaton, C.B., D.S.O., D.S.C., flies his flag in H.M.S. Cleopatra, which with H.M.S. Dido forms the Flagship Group, moored in the upper reaches of Portsmouth harbour. The Senior Officer, Reserve Fleet, Portsmouth, Capt. J. S. M. Richardson, D.S.O., R.N., with his staff and ship's company, live in the two cruisers Mauritius and Liverpool moored at Fountain Lake close to the berth of the Royal Yacht, Britannia. Theirs is the task of ensuring that the ships in reserve at Portsmouth will be ready if ever they are needed. As the ships in which they live may be brought forward to commission and others take their place, the name of H.M.S. Bellerophon is given to the Reserve Fleet, Portsmouth.

A sub-division of the Portsmouth Reserve Fleet, consisting of 12 frigates, is in reserve at Gibraltar. Of these 11 have already arrived and are berthed alongside the Detached Mole. The twelfth ship is expected to be towed out shortly.

Preservation

Now, to keep these ships in first-class fighting trim is a task made formidable due to the complicated and varied equipments designed by our scientists and installed during the war.

A special technique has been developed by those whose task it is to preserve these ships, and men from all branches of the Navy are drafted to the Reserve Fleet where they are taught these methods of preservation.

Normally, when a ship enters the reserve, her ship's company carry out the initial preservation of hull and machinery, with assistance and guidance from the Reserve Fleet Staff, but some ships, which have undergone refit or modernisation by the Royal Yards, have to be preserved entirely by Reserve Fleet personnel, or by a private contractor, supervised by Reserve Fleet staff.

The hull of the ship calls for special treatment, the initial preparation of chipping, scraping and wire scrubbing all metal surfaces is a task not unfamiliar to most sailors, and all will agree that it is a trying and monotonous one, but unless this work is done with thoroughness and care the time and paint is wasted, for the enemy—"rust"—will appear all too quickly.

Modern Aids

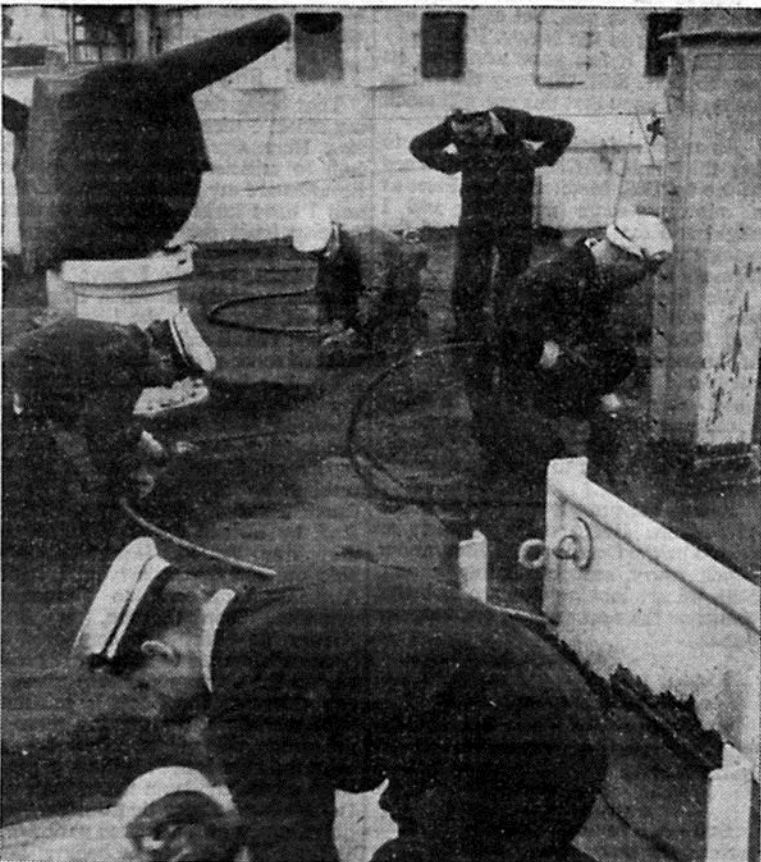
Modern aids are used by the slender labour force who prepare the hull for painting. The hand chipping hammer has been replaced by mechanical aids, and painting of most surfaces is done with the use of paint spray equipment.

In some cases, where large areas of metal have to be scaled, such as the flight deck of an aircraft carrier, "electrolytic derusting" agents are used. An electric current is passed through a large mild steel plate contained in a canvas envelope, laid upon the deck. Water is hosed over the deck and the electric plate. This method has the virtue of being noiseless, continuous throughout the 24 hours, and needs only a trained operator to control it. It is only economical if large areas are concerned, but can be most effective inside tanks, or on submerged hulls such as submarines.

The aid of science has been enlisted to minimise the work of preserving the hull of the ship which is covered by water. Normally the ship would have to be docked at regular intervals and the bottom scraped and repainted with special paints, but by a method known as "cathodic protection," the effect of electro-galvanic action is offset. This is achieved by fixing suitable metal anodes to the hull of the ship electrically. These anodes, usually of magnesium, wear away by the chemical action which would normally attack the hull of the ship, and are replaced at regular intervals. Sometimes, when a number of ships are berthed together, large steel anodes rather like railway lines are suspended between

RESERVE

Maintaining the ships



Scaling and chipping to remove all rust

the ships and electrically charged, producing the same effect as the small magnesium anodes.

By this means, only the part of the ship exposed to the weather needs constant care, and here a special scheme of painting is used to give prolonged protection.

Tank-cleaning Vessels

One of the greatest contributions to the efficiency with which ships prepare for reserve is the organisation for cleaning out the oil fuel tanks after they have been emptied of oil. The old method of cleaning the tanks by the use of rags soaked in a solvent is fortunately past, the work now being done by a small fleet of tank cleaning vessels.

The Royal Navy's tank cleaning fleet consists of R.F.A. Bardsey, H.M. Ships Caldy, Coll and Switha. These ships were converted from Isles class trawlers, the first, Coll, being completed in 1950. Caldy, Coll and Switha are attached to the home dockyard ports of Chatham, Portsmouth and Devonport respectively; Bardsey is stationed at Malta. The first three are administered by the senior officers of the Reserve Fleet at their respective ports, overall control of all four being exercised by the Flag Officer Commanding Reserve Fleet.

Only Coll and Switha have been operational in home ports for the last year, Caldy being comparatively new. Despite the fact that both ships have been refitted during this period they have between them visited some 70 ships at different ports, cleaned about 550 oil fuel tanks and 60 bilges. They have recovered approximately 2,500 tons of fuel oil and used themselves 500 tons, a saving of nearly £14,000 for fuel alone. Since these vessels can

clean the fuel tanks of a destroyer in three days or so while only using seven senior ratings and eleven junior ratings, the saving to the Service is in the region of 870,000 man-hours annually.

Oil fuel tanks to be cleaned are first pumped out to the extent of their fitted suction. They are then saturated with steam to lower the viscosity of the residue, sometimes of the consistency of asphalt, so that it can easily be gulped in the airstream of the suction hoses, the velocity of which is supplied by two large vacuum pumps installed in the T.C.V.

This done, the tanks are washed down with a detergent supplied through small hoses from a storage tank in the T.C.V. The pump for this system builds up the detergent pressure to 140 lb. per sq. in. and a heat exchanger in the same system heats it to 130° F. Four suction hoses and four detergent hoses can be used at the same time, one of each to a tank. One stoker mechanic mans each hose. The airstream which engulfs the residue, or sludge, and used detergent gives the tank operators an adequate supply of fresh air, thus overcoming the peril of "oxygen lack" and heat exhaustion.

The suction hoses discharge into vacuum tanks in the suction line and when full, can be isolated in turn and run down into a sludge tank. A suction is taken from this tank and discharged to a separator and this in turn discharges the detergent to its storage tank for re-use. The oil remaining, now purified sufficiently for use, is discharged by the separator to the T.C.V.'s fuel tanks. This oil is used in the T.C.V.'s furnace, the boiler of which provides steam for the operation of tank cleaning installation and for her main machinery. Thus these ships are self-supporting for fuel and indeed



Putting the final coat of plastic on a KoonKoted gun mounting

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FLEET

of the Reserve



Staff Shipwright Officer inspecting the ship's side for rust behind the lagging

return considerable quantities of usable oil fuel to the fuelling depots.

Engineering

This leaves the engine room department a clear field to get on with the important task of preserving the engines and machinery. If machinery is not operated, it quickly deteriorates and the ideal would be to operate all the machinery every day. This is obviously impossible, so a compromise is made.

All running machinery is taken to pieces and all moving parts thoroughly cleaned and coated with a preservative oil, to prevent rust from forming. After reassembly, the machine is moved by hand, or wherever possible by power, once a week to make sure that no rust has formed. A stiffness in operation would indicate this at once.

"Standing" machinery, like boilers, condensers and evaporators, etc., are first thoroughly cleaned and then preserved by the use of a special compound or oil depending on the equipment concerned.

Pipe systems need different treatment; one cannot get at the insides to scrape and preserve, but in this case valves are thoroughly cleaned and the system is drained and kept empty.

Ships are refitted at regular intervals, when all the little defects, which have been carefully noted as ships are inspected, are put right. Trials are carried out after refit, and the machinery again preserved. Thus ships are constantly being brought out of reserve, refitted and brought up to date with new equipment and then put back into reserve. This "turning round" of ships ensures that the Reserve Fleet as a whole is kept in the required state of modernisation and as ready replacements for the Fleet when required.

Electrical

There is an axiom amongst all who deal with electrics which says "If electrical equipment is to be kept in first-class condition you must use it."

It is the job of the electrical department of the Reserve Fleet to devise ways and means of preserving all types of electrical apparatus so that even after long periods, perhaps years, of idleness full efficiency can be restored in a very limited time.

Our biggest enemy, as is well known, is "Humidity" and every effort is made by sealing and using "Silica-Gel" drying compound to prevent deterioration. In some ships each individual piece of equipment is wrapped in weather-proof material, small bags of Silica-Gel being placed inside.

Other ships are dynamically dehumidified. This means that the inside of the ship is hermetically sealed and by a careful system of pipes air is drawn out of every compartment, passed through a special drying machine and then pumped back into the ship when it is dry. This causes the relative humidity to fall to a percentage where deterioration of electrical equipment, and deterioration of the hull, is negligible. Trained staff take constant readings of the relevant humidity in each compartment, and in some cases a small drying machine may be placed in a space which proves difficult to maintain at the required levels of dryness. Ships so protected from dampness remain uncorroded for an indefinite period.

Radio presents its own peculiar problems and whenever possible such equipment is run at frequent intervals.

When a ship is destined for reserve the electrical equipment is surveyed and a comprehensive defect list made out, and all major items are corrected before the ship is accepted, stores and

spares are mustered and deficiencies demanded.

Armament

Without efficient armament a warship would be like a toothless dog with a bone. Putting the armament of a ship into reserve involves a lot more than merely covering everything with those beautiful silver plastic covers which have become such a common sight in all our naval ports.

On arrival at the port at which the ship is to prepare for reserve, a preliminary inspection of the armament is made and the report on this inspection, in conjunction with the ship's own report, determines initially the likely reserve class of the ship.

A few days later a team of experts descend upon the ship and go through the equipment of the ship, by test and by observation, with a fine tooth-comb so that even the most minor defects, e.g., missing split pins, are not overlooked. Any major defect discovered is enough to cause the ship's class in the reserve to be affected. The list of defects discovered, and the results of the tests, are classified and all small defects are scheduled to be made good by the ship's staff during the period of preparation for the reserve. All large defects are listed to be included in the defect list for the ship's next refit.

The real work of putting the armament of the ship into reserve now begins. The ship's staff carry out complete stripping, examination and preservation of all equipment to the satisfaction of Reserve Fleet officers. Any corrosion is removed and nothing is left undone so that the final result is capable of standing up to several years of reserve without more than a small amount of deterioration.

The true test of this treatment is that many pieces of equipment have been examined after several years under package and have been found to have suffered little or no deterioration, and, further, these pieces of equipment have been fully operational in a matter of hours.

The more delicate fire control equipment is mustered by highly skilled ordnance and electrical ratings, special tests are applied at regular intervals and the whole system constantly tuned to fighting pitch.

KoonKote Packaging

The advent soon after World War II of the "cocooning" method to preserve upper-deck equipment has ensured that equipment thus treated may be left for a considerable number of years with no attention except for periodical inspection to ensure that the "cocoon" envelope is intact.

The process is a simple one. It is achieved by "tailoring" mosquito netting to the machinery being packaged, and sealing it to a prepared surface on the deck around the equipment. Plastic composition is then sprayed on evenly, using a spray gun and pressure pot, until a thickness of about .004 in. has been applied. During this part of the process a perspex window is fitted in the envelope, in order that readings from a hygrometer, which is hung inside the package later, may be observed. All sources of ingress of air such as cable glands, voicepipes and drains are also sealed. An opening is then made in the package, and a predetermined quantity of desiccant (a drying agent) inserted, a board is hung inside opposite the windows, carrying the hygrometer and other recording indicators.

The envelope is then sealed by a patch and is oversprayed by plastic. Coats of "Insulastic" (a bitumen compound) are then applied, and finally a finishing coat of aluminium reflectant.

Although the process is a simple one, considerable skill is required in applying the plastic, and it is quite an art to "tailor" the netting to the mounting (allowance has to be made for shrinkage, etc.). All this comes with practice, however, and after a few weeks the average rating becomes a skilful operator.

The ideal aimed at is 30 per cent. relative humidity, which is considerably below that at which corrosion and deterioration of metals take place. This may not be achieved with the first desiccation as so much depends on the weather experienced whilst the actual job is being progressed. Again, although the plastic is quite robust and will stand normal wear and tear, it is easily damaged by careless handling of wires and bulky stores, etc.

To deal with damaged packages, redessication, etc., the Reserve Fleet packaging party maintains a repair unit, self-contained with its own equipped launch, which can deal with all except the largest repair jobs.

Stores

This packaging process is quite a costly one, but when the man-hours saved in normal maintenance are considered, the initial cost becomes really worth while.

Each ship when she is operating at sea must be self-contained and have on board all the stores which she may need for a period of months. The stores organisation in any ship is therefore a complex one. Here in the Reserve Fleet a team of trained stores ratings work under the direction of the supply officers and check, list, and stow all the stores in each ship.

Obviously such stores as food and certain perishable goods are not placed in ships in reserve, but even so, more than 7,000 items from pin-sized screws to the anchor and cables must be carefully checked and placed in their correct stowage ready for the day when the ship may have to steam away. The system must be such that the men on joining the ship on commissioning will have no difficulty in finding any one of these many items. Rapid supply of spare parts plays an important part in the ship's fighting efficiency; for example, a small valve in a radio set may fail in action, and a vital part of the ship's equipment be put out of commission until the spare can be supplied and fitted.

Use of Water Transport

Like most enterprises, transport plays a large part in the efficient running of the Reserve Fleet. Our ships lie in widely scattered berths, and much time is lost despite an efficient water transport system. A boat pool, manned by civilian employees, is administered by the Senior Officer, Reserve Fleet. The pool consists of a number of M.F.V.'s and harbour launches together with some special craft carrying portable generators and air compressors, which are in constant demand by those who maintain the ship in reserve. In all, some 80 civilians are employed in running this important service and assisting in the maintenance and repairs of the engines and boats. A small staff of naval personnel work with the boat pool under the general direction of the boat officer, and it is very gratifying to feel that the routine of this little fleet of ships runs so smoothly that one's time can be taken accurately by the arrival and departure of these sturdy little craft.

Sports

As the redeployment programme has advanced, the number of officers and men employed in H.M.S. Bellerophon

has dwindled, but even so, the Reserve Fleet plays its full part in the Command sporting events. Training presents a problem, for our playing fields are on the Gosport side at Hardway. However, H.M.S. Excellent, our very good neighbours, allow us every reasonable facility for games by making available their rugger, soccer and cricket pitches. We feel very attached to "Whaley."

In all, a very full season's sport has been had during the past year, no fewer than 52 soccer matches being played in Divisions I and II of the Command League. Rugby, cricket and hockey also had their share, whilst the small band of .303 and .22 rifle shots held their own against the rest of the Command in the league events and in the Command Meeting.

Probably the most satisfying result during the past twelve months has been our water-polo team's success. Starting from scratch at the beginning of the season it fought its way to second place in "B" Division of the Command League, and is now promoted to "A" Division for next season. Annual events which receive a good support include a regatta, sports day, and the entry of a team in the autumn Command cross-country runs.

There have been individual honours, too, shared by the Reserve Fleet, for we had representatives in the Command and the Navy in water-polo, swimming and tennis.

Conclusion

Those of you who have walked round the Reserve Fleet ships during Navy Days will have seen how spick and span they are inside, and how everything is ready for the ship's company to march on board and turn a "ghost ship" into a real live thing.

Many are the hands which have contributed towards this final achievement but all those officers and men who have served in the Reserve Fleet know that the work, often dull and monotonous, has been well worth while. By working hard and playing hard we feel that we have an efficient and happy Fleet.

Our motto, not yet latinised, is: "We may bend but never break."

An article on Training in the Flagship Group, Reserve Fleet, appears on page 5.

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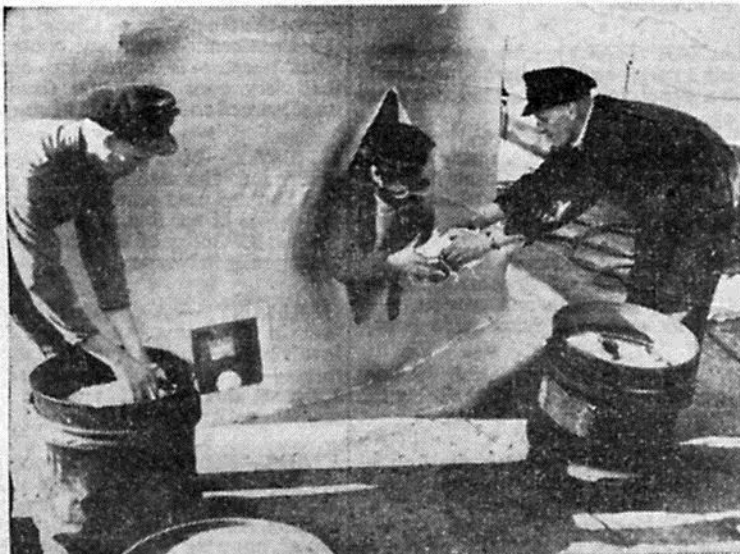
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Desiccating a mounting with bags of Silica-Gel. The man who works inside the package has to be protected against toxic fumes

Sportsman of the Month

PETTY OFFICER ISAACS

IN 1945 Boy Isaacs was under training in H.M.S. St. George, Isle of Man, where boxing and rugby took up his time. It was not until he went to the West Indies in the Sheffield that he took any interest in athletics. D. J. Williams, the Bermuda coach—a Rhode scholar and Oxford Blue in rugby, boxing and athletics—is the man who started Isaacs on his running career. His first win was the 1,500 metres in the Bermuda Championships in 1947. At this meet he came second in the 800 metres, and in the same year he ran a paced half-mile in two minutes, which was the first indication of his qualities as a runner.

By 1948, when Isaacs returned home, he was an R.P.3 (u), and thus he went straight to Wildfire at Sheerness, where he was trained as an R.P.2. He played rugby for Sheerness, once again forsaking athletics completely, apart from running cross-country for Nore Command. From there he went to the Ulster as Leading Seaman Isaacs, Boys' Instructor. He did his training between cruises and succeeded in winning the Scotland and Northern Command half-mile in 1949 in two minutes dead.

He went to Dryad in 1950 as a petty officer, taking an R.P.1's course, and in the same year he became the Navy Half-Mile Champion. Two years in H.M.S. Cygnet in the Mediterranean Fleet stopped his training almost entirely, and it was not until 1953, when he returned to Dryad as an instructor, that it started again. Cross-country running absorbed his time in the winter of 1953-54.



In Oxford this year he created a new Navy half-mile record of 1 min. 56.2 sec. Joe Isaacs was, and is, confident in his own abilities in a quietly good-humoured and inherently likeable way. His wife, Anne, an ex-Wren, has no complaint about the time Joe spends training, which is perhaps not surprising since she is an athlete herself and still holds the Combined Services 80 metres hurdles record.

P.O. Isaacs starts his Boatswain's Course in Dryad in September and we wish him every success.



RUTH ROMAN
Co-star in "The Far Country"

The Royal Naval Association HAVANT BRANCH

PLANS ARE well under way for the branch annual dinner, which is due to be held on November 6. One of our members, who has been a band leader, will be playing for dancing afterwards.

Our new Padre, the Rev. J. C. Venus, has already shown great interest in the welfare side of the branch and has taken up two cases where assistance was needed. He is particularly welcome, as he served in the Royal Navy before taking Holy Orders.

A coach-load of us went to the Chichester Brewery Club for their get-together party on September 11. This was a complete change from usual activities, and very popular.

One of the members of our branch, who served in Coastal Forces during the war, went to H.M.S. Hornet for the unveiling and dedication of the Coastal Force Memorial on September 17. He reported that this was a most impressive event, and came back full of praise for the general organisation.

WHAT'S ON

October, 1954

- 2.—Festival of Music, Wesley Central Hall, Fratton Road, 7 p.m. Admission, 2s.
- 2.—South Parade Pier, 7.30 p.m. The Portsmouth Arts Theatre present "Grand National Night." Tickets from Pier box-office.
- 3.—The New Pilgrim Players present "Ye Shall Be as Gods," by Armand Taylot, at 8.15 p.m. in Portsmouth Cathedral.
- 4.9.—Bertram Mills' Circus on Southsea Common.
- 6-7.—Boxing. R.N.B.: Command Novices' Team Event for the Samuel Trophy.
- 9.—Portsmouth v. Sheffield United, at Fratton Park.
- 10.—King's Theatre, Southsea, 3 p.m. Pianoforte recital, Pouishnoff.
- 13.—Soccer: Portsmouth Command v. Sussex F.A., at Pitt Street.
- 13-14.—R.N. novices' boxing at R.N.B.
- 18.—Portsmouth Film Society, new season. Tickets, 10 weeks for 15s., from The Secretary, Portsmouth Film Society, 65 Stanley Road, Portsmouth, 7.30 p.m.: "So This is Jollygood"; "Great Britain, 1925"; "La Kernes Heroique"—from 1936.
- 20.—H.M.S. Mercury, at 2000. "Canaries Sometimes Sing," by Peter Rae Productions.
- 20-23.—Southsea Shakespearian Actors present "Antony and Cleopatra," at St. Peter's Hall, Somers Road, Southsea.
- 21.—Portsmouth Command soccer: Trafalgar Cup match.
- 23.—Portsmouth v. Leicester City, at Fratton Park.
- 24.—King's Theatre, Southsea, 3 p.m. Concert, guest conductor, Basil Cameron.
- 30.—At 3 p.m. H.R.H. The Duchess of Gloucester opens the B.L.E.S.M.A. home on Eastern Parade.

Royal Naval Barracks

WELCOME TO the ship's company of H.M.S. Ceylon, due to arrive on the day of this issue.

Do not be offended if, when you join R.N.B. on October 1, you find some of us wearing respirators. It is all part of the periodical Passive Defence Exercise.

When you've had your leave, we look forward to the services of the sportsmen mentioned by R.H.T. in the September issue of NAVY NEWS.

"West End date for Jack"

THE MOST important item of entertainment news for October deals with the Royal Navy's debut at Wembley. As given in last month's NEWS, H.M.S. Phoenix has been selected to take part in the El Alamein reunion at the Wembley Empire Pool, Friday, October 22nd. This is the annual get-together of the Eighth Army and Field-Marshal Montgomery.

Last year this reunion took place at the Empress Hall, Earl's Court, when Devonport presented "Up Spirits," a light-hearted pageant depicting the issue of rum through the ages. This was the first time the Navy had been asked to participate in the celebrations.

This year Phoenix will, with the aid of the volunteer bands of H.M.S. Collingwood and H.M.S. Ariel, present "Grand Ukkers," except for the four standard-bearers, bands and players will be in costume: hula-hula girls, Chinamen, Pinky—the full-sized elephant—Red Indians, Zulus, boat-swains' mates (armed with cat-o'-nine tails), a total of about 200 from the Portsmouth Command.

The game will be played on a board some 3,000 square feet, with humans acting as counters. The stage space is 200 ft. x 80 ft. With the aid of fluorescent lighting, the show will open with Pinky coming into the arena with Lili Marlene (who is to act as umpire) mounted on its back. The two teams

taking part are "The Seagulls" (the chief and petty officers) and their opponents, "The Birds" (well named, say some, the junior ratings). With only 30 minutes at our disposal, the full game cannot be played. Therefore the game will carry on from some ten minutes before the end is expected to be reached. The cup is an old-fashioned brass pot complete with aspidochelone.

The names of the distinguished guests have yet to be announced but it is known that Sir Winston Churchill will be the guest of honour. The reunion will be presided over by Field-Marshal Viscount Montgomery of Alamein. The programme opens at 7 p.m. with a trumpet display followed by the Guards massed bands. Then the pageant of Alamein, in which the old tunes and old scenes are recalled. Now come the speeches from the guests of honour, followed by a P.T. display by the R.A.F. The Royal Navy next appear with "Grand Ukkers," whilst the massed bands of the Royal Marines completes the formal programme.

The show over, the informal side starts. At 2100, 21 bars open and dancing begins. Altogether it should be long remembered by those fortunate enough to be chosen for the Royal Navy's contribution.

The show is written and produced by Lieut.-Commander E. H. N. Shute, R.N.

Never a Dull Moment

CONTINUOUS PATROLLING of the harbour area and the creeks up Portchester way, particularly in silent hours, might be considered by most as a pretty dull job. One of the duties of the vessels' staff attached to the Naval Armament Depot, Priddy's Hard, is this patrolling of lighters and vessels which are tied up. I am informed, however, that the job is by no means dull, and recently the Commodore Superintendent was pleased to commend the crew of one of the patrol boats—N.A.V. Sten—for their activities.

Apparently it is a matter of course for the crew of this boat to keep a watching brief over all amateur and other yachtsmen who seem to make a habit of sailing their craft in a capsized position, with their crews gyrating around in the water.

Such an incident occurred on the afternoon of August 29, when Sten sighted a sailing yacht overturning in Portchester Lake. They also spied that the crew comprised two young ladies, and naturally they sped to the scene; it was just as well, as one of the young ladies was a non-swimmer. Perhaps it was appropriate that the yacht's name was Tipit.

Meanwhile, another craft, the Kittywake, arrived on the scene, but was unable to make way; yet another appeared, belonging to the Old Ports-

mouth Sailing Club, and promptly overturned. Sten immediately contacted an Admiralty Constabulary boat, which took care of the Sailing Club's yacht, while Sten towed Tipit to a buoy, hauled her on to an even keel, pumped her out and then took Tipit and Kittywake in tow. Having brought the two yachts in, N.A.V. Sten continued on her monotonous patrol, when almost at once she came across a young lad in difficulties in a small punt off H.M.S. Dolphin. Commiserating with the boy's misfortune—he had a broken paddle—the crew took the boat in tow against a strong ebb tide and deposited the boat and the youngster safely ashore.

There is no truth in the statement that Sten is delegated to patrol the S.A.S.O. when he is out sailing in the Depot boat!

The crew of N.A.V. Sten comprises: A. R. Williams, Coxswain, A. McLeod, Leading Stoker, and R. Filby, Able Seaman.

It is appropriate to mention in this article that another member of the vessel's staff distinguished himself recently by his prompt action in instantly turning on the sprinkler system in one of the N.A. Lighters when a powerful flare caught fire. As the lighter was full of ammunition his prompt action was most appreciated by all in the vicinity!

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SUFFOLK.—A farmer at Chedburgh, Suffolk, has a chicken that swims. Other chickens attacked it, so the farmer put it with a pair of ducks. Now, 12 weeks old, it follows the ducks everywhere, even when they go for a dip in the pond. Out swimming, it occasionally takes a rest on the back of one of the ducks.

BELGIUM.—Belgium is to sell 10 tons of uranium to Switzerland for the construction of her atomic pile under a contract recently signed between the two countries. The uranium ore, mined in the Belgian Congo, will be treated in Britain.

SHEFFIELD.—The first electric train to run between Sheffield and Manchester has made the 41-mile journey in the record time of 53½ minutes—10 minutes faster than the steam train schedule.

BIRMINGHAM.—How fast can you read? Average is under 200 words a minute, but around 400 words a minute is the pace the modern business man needs. So Imperial Chemical Industries is giving all its senior executives, the chance to take "speed up

your reading" lessons. Courses are given at I.C.I. metals' division at Birmingham.

ACQUI (ITALY).—An angler cleaning a carp he caught here found inside it a signet ring his friend lost two years ago.

LONDON.—Burst pipes may become a thing of the past in future flats and houses. A new light-weight, non-metallic pipe for cold water supplies is now available for use on building sites. Said a London clerk of works: "This pipe is a thermoplastic tubing. It resists corrosion and erosion. It is resilient and so is immune to frost."

INDIA.—India's population rose by four million to 376,750,000 during the past year.

BRITAIN.—A free-enterprise firm—Airwork Ltd.—has won the biggest single troop contract ever placed by the Air Ministry. It is estimated to be worth at least £1,250,000 a year. For two and a half years it will fly 7,000 troops a year in each direction between Britain and Singapore. It will use Hermes IVA airliners, which are fitted

with rearward facing seats and are pressurised for high-altitude flying.

NORTH SEA.—Butterfly migration (which covers enormous distances on the American continent) remains an unpenetrated mystery in almost all its details. We do not know even where the journeys began, and specialists grow hot over the question, whether the Milkweed, that rare arrival on our western coast, could have flown the Atlantic. The one thing we do know is that the Whites, like the Y-Moths and sometimes Painted Ladies and Clouded Yellows, fly in their thousands across the North Sea or Channel from the Continent. Why they come and what purpose is served are queries that defy even conjecture from the most learned and ingenious of students.

NORWAY.—Miss Sheila Van Damm of Britain, who won the ladies' prize, said that she used orange juice to cool the engine of her Sunbeam-Talbot for the last 150 miles of the International Viking rally in Norway.

GERMANY.—A Canadian infantry unit in Germany has cut accidents involving its vehicles from 13 a month to six—it punishes careless drivers by assigning them as valets to the regimental goat mascot.

LEEDS.—Four in 10 deaths occur in the dark. Eight in 10 accidents happen on roads with a speed limit and lighting. And this, said a Leeds lighting expert, not only indicates the need for street lighting where none exists, but is a reflection on the general standard of lighting and the lamentable delay on replacing out-of-date installations.

COMMAND NEWS

VICTORIA BARRACKS

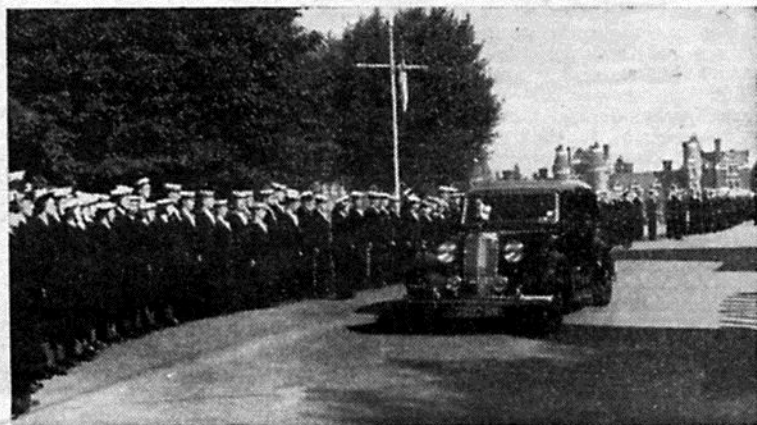
The Commander-in-Chief's Farewell Visit to Victoria Barracks

ON TUESDAY, September 7, New Entries in the Royal Navy—some of them had only joined the day before—were inspected by Admiral Sir John Edleston, G.C.B., G.C.V.O., C.B.E., who was paying his farewell visit to Victoria Barracks before relinquishing his Command.

In his speech, he said that although he had lots of stripes on his arms and rows of medals, he was going to tell the New Entries what he had learnt in 50 years' service. He advised them to remember three things during their Service careers.

They should gain a sense of pride in the Navy, the finest Service in the world, and in their ships and establishments; they should learn tradition, which would subconsciously help them in times of difficulty; and they should cultivate a complete mutual understanding between officers and men.

The Commander-in-Chief had just taken the salute at an impressive march past of the ship's company and classes under training, led by a guard of honour composed entirely of New Entries who had been in the Royal Navy only a few weeks.



The Commander-in-Chief leaving Victoria Barracks

After three cheers, led by the Captain of Victoria Barracks, the New Entries lined the roadway as the Commander-in-Chief drove slowly out of the barracks.

Sea Cadet Camp at Victoria Barracks

A very successful Sea Cadet camp has been held in Victoria Barracks from July 24 to September 11. Each week 30 cadets from units throughout the country have joined the camp for their annual training. It is not regarded merely as a holiday but as a necessary part in the balanced training of a Sea Cadet.

The activities were mainly recreational, with a certain amount of elementary seamanship, and in addition many visits of local interest were made.

These youngsters, whose ages were between 14 years and 14 years 9 months, enjoyed thoroughly their visit to Victoria Barracks, and both officers and ship's company assisted in making their stay a happy one.

H.M.S. HEDINGHAM CASTLE

WE ARRIVED at Shanklin on Tuesday morning, August 24, and commenced our two-day period as guard ship for Shanklin Regatta. Our first day was spent preparing the ship for visitors, but unfortunately bad weather made the ferrying of visitors to and from the ship rather unsafe so we were unable to receive them, and our expectation of putting on a "Crossing the Line" ceremony and being televised (what is it about Hedingham Castle that makes film and television producers want us so much?) had to be postponed.

Later in the day we were able to grant leave, and we are left in no doubt that those of the ship's company who did go ashore had a wonderful time. The hospitality enjoyed by us is something we will never forget. There were theatre shows, dances, in fact everything we could wish for, laid on for us. We certainly made our Pennant in Shanklin.

On Wednesday, August 25, visitors were allowed on board and a large number took advantage of this. We put on a tug-of-war on Shanklin sands, Seamen v. Stokers and Miscellaneous, the latter winning by two straight pulls. In the regatta we pro-

vided two crews for the Shanklin Club in the 14-ft. dinghy race, which resulted in a win for the Commodore. Dr. Howe Wood, President of the Regatta Committee, came second, with Lieut. Lance crewing for him, and Electrician Lowrie, third. Well done!

In the evening we landed a "Native Raiding Party," resplendent in cor skirts, to assist in raising funds for local charities. This they achieved in no uncertain manner by raiding nearby villages and frightening the inhabitants to part with their loose change.

There was a brilliant firework display later in the evening. Then most of our ship's company made their way to the dance on Shanklin Pier, and from midnight onward everything seemed to go haywire! However, we are told we had a good time!

On Thursday, August 26, the gods were good and the weather was fine. We were able to carry out on the pier our "Crossing the Line" ceremony, which was televised and enjoyed by a large number of holiday-makers and residents. Those of us who took part were a little apprehensive as to the result, but when "Tanky" (the Court Doctor) and A.B. Simmonds (Court Barber) started the ball rolling, we

soon settled down and, in fact, enjoyed it as much as our audience. Probably the luckiest of the participants were the younger members of the crew, who, after getting a good ducking from the "Bears" ("The Buffer," Jack Dusty, Electrician Lowrie and Leading Seaman Trott), were thrown to the tender mercies of the mermaids, who deserve a special mention for the splendid show they put on. They were chorus girls from the current show, and to them a big thanks.

Unfortunately, more or less immediately after the show we had to change back into the rig and make hasty farewells.

Our last view of Shanklin was amid the noise of hooters and rockets. I think we were all a little sorry to leave.

J. R. M.

A.S.R.M. NEWS

ON SEPTEMBER 1, an advance party of 35 ranks under Major P. H. C. Teek, R.M., left Fort Cumberland for the new Amphibious School site at Poole. As mentioned previously, this site is where H.M.S. Turtle operated during the war on Ham Common.

The work of preparing the camp is progressing satisfactorily and it is expected the storing will shortly commence.

At Portsmouth a successful parachute exercise in the sea off the Eastney boat-slip was carried out on August 31. This is the exercise on which the Special Boat personnel do their routine jumps, and in addition on this occasion an inflatable dinghy was dropped.

September saw most of the Special Boat personnel engaged in Exercise "Morning Mist."

H.M.S. WRANGLER

THE HIGH-LIGHT of August has been a very enjoyable visit to St. Raphael, on the Cote D'Azur of France. There was a large assembly of ships in the beautiful bay, including the French battleship Richelieu, an American cruiser and three destroyers, and Forth, flying the flag of Flag Officer Flotillas, Mediterranean, and Whirlwind.

On the Sunday there was a ceremony to commemorate the 10th

anniversary of the Allied landing in the South of France (the reason for our visit), and after the French L.S.T. Laita had landed a standard-bearing party on the sandy beach, there was a march past in which the Royal Navy contingent, as usual, put up an excellent show, and, according to the American Admiral there, we were the best contingent on parade.

Most of us were able to visit such places as Cannes, Nice and St. Maxime, but the bad weather conditions in England seemed to have strayed rather far south, and our hopes of wallowing in the warm waters of the Mediterranean were rather damped by what, by Malta standards, were Arctic conditions of the sea. However, it was surprising how many of us just lay on the beach and admired the most attractive scenery.

Our proficiency in the French language improved fast as the days went by, and we found that we even understood ourselves after a few glasses of wine. However, we were without this aid when it came to reading a signal in French saying (we thought) that beating the "Retreat" was cancelled owing to the weather. So none went to watch. Actually it was the "gash barge" that had been cancelled. Otherwise it was a splendid week, and we returned happy but "francless" to sunnier climates, where soon we are due to have our regatta. Then, to the joy of all natives, a long period in dock!

R.N. BARRACKS, CAMARATA, MALTA, G.C.

September 12, 1954.

AS THIS is the first letter from Royal Naval Barracks, Camarata, I think a description is called for. Now, although we are classified as a Royal Naval barracks, do not, those of you who have not been to Malta, get the idea that we are anything like the barracks in Portsmouth. We are simply a transit establishment containing at the most 400 United Kingdom and Maltese ratings, about 85 of whom live on board.

We are also living quarters for the staffs of Headquarters Allied Forces, Mediterranean and the North Atlantic Treaty Organisation, so one takes it as quite natural to bump into American, Greek, French, Italian and Turkish naval personnel about the establishment. We also have the R.A.F. Police and clerks, and until quite recently an Army detachment.

Our other claim to being a unique establishment is that we are the only "ship" in Malta, and maybe in the Royal Navy, to have 53 different pay lists on our ledgers. The establishment is situated at the bottom of Merchant Street, Valetta, within a few seconds' walk of Strait Street, consequently we suffer many jokes on that count. For the benefit of the thirsty, and everyone is thirsty in Malta, it is possible to pass 10 bars within a two-minute walk in any direction from the main entrance.

The Supply Officer, Lieut.-Cdr. (S) J. Fearnside-Lunn, is the only first-class cricket umpire on the island and is consequently in great demand with the Army and R.A.F. (Dominion and Colonial) as well as with the Navy.

Our greatest activity is water sport; this may seem strange for a shore establishment, but nevertheless we turn out some very good teams in that direction. The backbone of our water-polo team consisted of L./Wtr. Commins (goalkeeper), Yeoman Crowe, S.A. Webb (backs), Telegraphist Beattie, Leading Signalman Robinson, Yeoman Dow (forwards), and C.P.O. Goddard (centre half and captain). The team was constantly changing due to drafting requirements, but the above is a fair average of our players.

The team was rather fortunate in having a ready made water-polo pitch loaned to them by Mr. Ralph Dowling, of St. Rocco Swimming Pool. This, combined with his excellent coaching, helped a great deal in the victories that were to follow. Our first round of games was in the Group III Shore Establishments League. In this league 10 games were played (two legs), of which our team won 9, lost 1. Without making any excuses for the team, I should like to say that on the day that we lost to H.M.S. Falcon, we were trying out two new members in the team, and they had never played together before. Our most outstanding successes were against H.M.S. Phenicia, where we won by 11 goals to 1, and H.M.S. Ricasoli, whom we beat 19 to 2.

Later in the season we won the Mediterranean Fleet Water-Polo Cup. In the first round we drew a bye, in the semi-finals we played H.M.S. Forth, beating them by 12 goals to 1; the final was played against H.M.S.

Gambia, where we again won by 9 goals to 1. This ended a highly successful water-polo season, and we also achieved the distinction of winning both cups two years running, this is the first time such a thing has occurred.

In the Polar Bear, which is a mile group race, our team of three did much to help the shore establishments win the cup, our team comprising S.A. Webb, Mne. Grossland and Signalman Douglas.

P.O. Telegraphist Davies, our star cricket player, has been selected to play for the Navy team.

My last item for this time is still in the field of sport. Our underwater swimming club, although still in its infancy, is coming along very well and we have a team who go underwater fishing with, at the moment, very little result.

Leading Writer R. D. Langley

H.M.S. DUCHESS

ON AUGUST 26 the old crew of H.M.S. Duchess gave a grand paying-off ball in Kimballs Ballroom, Southsea, by kind permission of Capt. D. G. Goodwin, D.S.C., R.N., who was himself there amongst over 500 other guests. The whole evening was an unqualified success, with an excellent buffet, supper and dancing to the music of Roy Richards and his Mayfair Orchestra. The prizes were given away by Mrs. Lees-Spalding, who was afterwards presented with a magnificent bouquet of flowers.

On August 31 the ship officially paid off and recommissioned. At 1100 hrs. the old commission, with the exception of those who had volunteered (and been accepted) to recommission, fell in on the jetty. After an address by Capt. Goodwin, in which he paid tribute to their efforts during the last two years and read a signal from Admiral Cuthbert which finished up "Strive for Duchess standard wherever you go," they marched out of Unicorn Gate, led by the Band of the Royal Marine Command.

The new crew fell in in the Royal Naval Barracks at 1330 hrs., and after the Commodore of the Barracks, Cmdr. C. L. G. Evans, C.B.E., D.S.O., D.S.C., R.N., had taken the salute, they marched on to the Dockyard. Their baggage had been put aboard in the forenoon by those recommissioning, and so the new crew could walk aboard straight to their mess decks.

Soon after joining a recommissioning service was held on the fore-castle for the whole ship's company, taken by the Rev. J. Armstrong, from H.M.S. Vanguard. After this Capt. Goodwin greeted the newcomers and told the ship's company what he knew of the future and what he expected of them in the future.

On September 10 Duchess sailed from Portsmouth for Malta for about nine months on a general service commission.

H.M.S. SHEFFIELD

H.M.S. SHEFFIELD, flagship of Vice-Admiral J. F. Stevens, C.B., C.B.E., Commander-in-Chief America and West Indies Station, was visited informally recently at New York by Their Royal Highnesses The Duchess of Kent and Princess Alexandra.

The Duchess of Kent walked through ranks of the ship's company and inspected a Royal Marines guard; and all officers were presented to her and to the Princess. The Royal visitors posed for a group photograph with the ship's company on the fore-castle.

In the wardroom the Duchess of Kent, who launched H.M.S. Sheffield in August, 1936, saw a portrait of herself which was damaged by shell splinters in the action in which the German battleship Bismarck was sunk in May, 1941. The Duchess and Princess Alexandra had lunch on board with Admiral Stevens.

H.M.S. Sheffield is paying official visits to American ports. She leaves New York on September 22 for Philadelphia, where she will pay a six-day visit. She will return to her base at Bermuda on October 1.

H.M.S. GAMBIA

State Visit of The Emperor of Abyssinia

ON HIS way to pay a state visit to Great Britain next month, His Majesty The Emperor of Abyssinia will embark in Her Majesty's cruiser Gambia (Capt. W. Evershed, D.S.O., R.N.) at Malta on October 8, and is expected to arrive at Portsmouth early on Thursday morning, October 14.

The Gambia will be escorted from Malta to Portsmouth by Her Majesty's destroyers Constance (Cdr. P. J. Morgan, D.S.C., R.N.), and Charity (Cdr. G. J. Kirkby, D.S.C. and two bars, R.N.).

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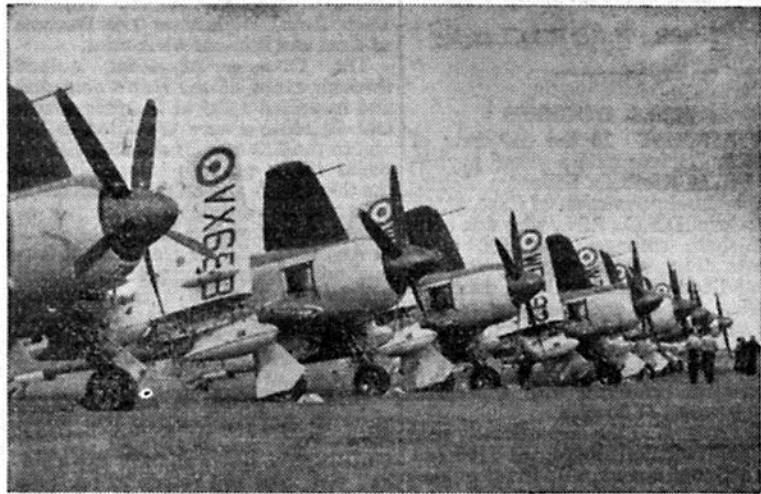
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Members of the I.N.T.A.

Command News (contd.)

H.M.S. GAMECOCK NUNEATON

1833 and 1844 R.N.V.R. Squadrons
1833 and 1844 R.N.V.R. Squadrons, based at Bramcote, have just completed their longest flights, namely from Bramcote, staying at Lee-on-Solent overnight, then on to Halfar, Malta, G.C., the following day. The Squadrons left Bramcote on September 3, returning on September 16 after completing their annual training. As before stated, these are the longest flights that these two squadrons have made to date.



Guard and Band

The guard, under the command of Lieut.(E.) R. E. Needham, Second Officer of the guard Commissioned Airman J. Martin, R.N., and the Band, conducted by Bandmaster W. Saunders, beat "Retreat" at the Combined Services Tattoo at Birmingham on September 7 and 8. Very few people really know how the ceremony came into being. This ceremony is the oldest military ceremony in existence. Long ago when the English countryside was the hunting ground of lawless bands of robbers and cut-throats, all towns and villages were walled and each had its own military garrison, whose job it was to escort the peasants to and from their fields and to guard the towns in general. At night, before sunset, the

guard would sally forth to the fields beating "Retreat" as a warning that it was time for all peasants to leave the fields for the safety of the walled town or village. It was the custom for all to gather in the square to sing a hymn and lower the standard. It is from this ancient custom that we derive the ceremony of our elaborate beating of "Retreat," in which a trace of the ancient custom still remains.

Gliding

After much planning and hard work a Gliding Club has been formed at Bramcote, and the committee under

the chairmanship of Lieut.-Cdr. H. A. Monk, D.S.M. and bar, R.N., has obtained three gliders, a primary and two others. It is expected that the membership of the club will be limited to about 50 members.

R.P.O. R. W. Bennett

H.M.S. ST. ANGELO

THE "FORT," as many who have passed through Grand Harbour, Malta, will know, is a historic reminder of a grand and glorious chapter of Maltese history, when the Knights of the Order of St. John ruled, and successfully withstood the might of Turkish aggression. More recently 63 direct hits by German bombs failed to destroy it, a tribute to the skill of those medieval architects.

Today, Fort St. Angelo plays an equally important role in the naval sphere. It proudly wears the flag of the Flag Officer Malta, and is the home depot of the Malta Port Division, dealing in this respect with all Maltese recruiting, drafting and advancement. More recently St. Angelo has also become responsible for selecting and entering limited numbers of suitable Maltese youths on United Kingdom Continuous Service engagements, these keen lads being passed on to H.M.S. Ganges after "kitting up" and some initial training.

On May 3 this year the Malta Port Division were accorded the great honour of providing the royal guard for the arrival of Her Majesty The Queen, and proved to be a credit to H.M.S. St. Angelo and the Malta Port Division.

In the sporting world, St. Angelo also has a proud record. Our Hamilton Cup crews brought in their whalers first and second throughout the past season. We also retained the Johnson Cup for the sixth year in succession, the team completing the gruelling relay race around Grand Harbour in a record time of 20 minutes 36 seconds. Our cross-country runners finished a comfortable first in Inter-Establishments race earlier this year. In the Inter-Establishments Athletics and Aquatic Sports we had hard luck, losing both by one point, and our water-polo team finished second in the table to Royal Naval Barracks, Camarata, the eventual Fleet champions. The soccer season opens soon, and we hope to improve on last season's successes.

Royal Life Saving Society classes have been well attended this season. Divisional competition is helping to keep enthusiasm at a high pitch: so far St. Angelo has secured 70 awards, and we hope soon to be adding another cup and shield to our trophy store.

"W. A. D."

H.M.S. REDPOLE

WE SEEM to have done very well out of our qualifying navigators this summer. As usual, we cruised in the Western Isles, but in fine weather, nobly entertained by the natives. We met the Tobermory Spanish galleon salvage team and laid some buoys for them; now we are waiting to smack in

In Memoriam

J. C. L. COOK, A.B., P/SSX
871380, H.M.S. Comus, Died
September 15, 1954.

B. Donaghy, A/L. Sea. P/SSX
857199, H.M.S. Vanguard, died
September 19, 1954.

for a share when we see if they do find anything.

We carried 20 C.C.F. cadets of different schools during our time in Scotland, and whalers were sent ashore with them and the ship's company on every possible occasion. The whalers went up and down like yo-yos on elastic strings, and the pipe "hands to dinner" seemed to be almost always coupled with "clear the lower deck, man the whaler falls."

The local fishermen did us very well. The wardroom looked after the fishermen. The fishermen gave the canteen manager fish. The canteen manager then sold the fish to the wardroom at 3d. apiece!

On the way home we visited Londonderry, and the navigators took us up and down Lough Foyle. Even the birds jeered as they saw us pass for the seventh time.

Sunday morning at 'Derry gave us the opportunity of a practice for the Squadron farewell parade to the Commander-in-Chief. The sudden departure of the chief bosun's mate in the middle of the exercise was said to have had nothing to do with his "pretty quiet" run ashore the night before. However all went tremendously well on the day, when it poured with rain and the parade was held in the gymnasium of the Royal Naval barracks, an unrehearsed wet-weather routine being brought into force.

At Kete, the W.R.N.S. challenged us to hockey and a dance. We won both—principally with the studs in our boots. The hockey was a walkover and the dance a pushover.

Since getting back to Portsmouth we have taken 120 officers of the Army Staff Course over to Cherbourg to view the battlefields of France. We were staggered to learn that we were detailed to bring them back three days later, for they had taken enough luggage to last them three weeks.

You have heard about the Marie Celeste—the ship that was found hanging around the 'oggin without a soul on board? Well, a strange thing happened off the coast of Southern England the other day. A frigate was sighted drifting aimlessly from anchorage to anchorage in a ceaseless voyage, and on being boarded all that could be found were bundles of draft notes... where the crew went, where the ship was going or where she came from no one knows. All we do know is that just decipherable on the rusty side could be seen a name that looked like Redpole.

Can anyone throw any light on this story? What was the Redpole. Where did the sailors go without having time to stow their gear? What was the significance of all the draft notes? How did she manage to keep steaming?

Possibly an "ancient mariner" in the barracks might cast his mind back to the dim distant past when he was himself actively engaged, and let us know the answer to this latest mystery of the seas?

H.M.S. STARLING

HERE WE are again. After a rather wet summer leave, we are back once more cleaving the blue waters of the Solent. Ironically enough, the first week after leave was gloriously warm and sunny, and on a few occasions "hands to bathe" was piped. We even filled our port sponson with water and so earned the unique title of being the only warship in the British Navy with a built-in swimming pool. The weather, however, soon degenerated into something more typically English, and we were glad that we had "made hay whilst the sun shone."

Since then we have entertained class upon class of sea cadets. They were tended with fatherly care by A.B. Vardy, and they left us with a much more nautical outlook on life.

The ship's company have been roused into almost unbelievable enthusiasm with the advent of the soccer season, and we have provided a fair proportion of the Squadron's soccer, rugby and hockey teams. We are now trying to organise some fixtures for our own teams. Lieut. Stark, our navigator, has been chosen to take part in the United Services hockey trials, and Lieut. Leppard has been selected to play for the United Services 1st XV rugby against London Irish on September 18.

Two weeks ago we took part in a seaward defence exercise, near Yarmouth, Isle of Wight. As night fell we settled down to watch a film, only to be roughly disturbed by two fast patrol boats bombarding us with potatoes. In our surprise we were able to launch only a very feeble counter-offensive, but we seek consolation in the fact that they probably had to do without Sunday dinner for their pains. The exercise was designed to test the defences of Portsmouth against attack from the sea. All would-be assailants seemed to be checked quite effectively and the experience was quite valuable.

Next week we shall be cruising down to the West Country again, with a navigational course, so let's hope the prediction of a late summer materialises.

Tel. A. S. Cook

H.M.S. SISKIN

Church News

ON TUESDAY, July 13, a mission service was held in H.M.S. Siskin's concert hangar, with the Captain's permission, at which the Graham Organisation's colour picture, "Oiltown, U.S.A.," was shown.

The service consisted of three hymns, a lesson read by Capt. I. R. Saul, D.S.C., R.N., and prayers and the picture.

The picture tells the story of the conversion of an American oil-magnate to Christ through the Graham Mission to Houston, U.S.A.

Six hundred Service and civilian men and women were present—as many as the hangar could hold. It was a splendid evening and with the Captain's consent it was decided to have one or two similar mission services during the coming months. The next one is on Thursday, October 7, at 7.30 p.m., again in the Siskin concert hangar. This time it is to be a sound recording of a full evening meeting at Harringay of the Greater London Crusade.

About 600 tickets have gone out, but it is possible that there may be a few left for any late-comers who

would like to apply. Admission is by ticket only.

Tickets, which are free, are obtainable from the Chaplain, H.M.S. Siskin, R.N.A.S., Gosport.

The third service will be held on Tuesday, November 16, at 7.30 p.m., when the colour picture, "I Beheld His Glory," will be shown. There are still a number of tickets available for this service.

F. L. P.

SUBMARINE OLD COMRADES ASSOCIATION

MORE THAN 300 ex-submariners attended the annual reunion held at Fort Blockhouse on Saturday, September 18. They came from all parts of the United Kingdom. Branches represented were London, Plymouth, Deal, Medway Towns, North Eastern, West Riding, Portsmouth and East Anglia.

The old comrades were met on the parade ground by Flag Officer, Submarines (Rear-Admiral G. B. H. Fawkes), the Commanding Officer of H.M.S. Dolphin, and Captain of the Fifth Submarine Squadron (Capt. E. F. Pizey) and the Commander of H.M.S. Dolphin (Cdr. P. G. Sharpe).

Two distinguished veterans present were Admiral Somerville (life president of the Portsmouth Branch) and Vice-Admiral Sir Sydney Raw, former Flag Officer Submarines, and recently Fourth Sea Lord on the Board of Admiralty.

During the afternoon the visitors visited submarines berthed at Fort Blockhouse, saw films of naval interest and visited the new 100 ft. escape tower where they saw instructors demonstrating the latest escape techniques. They also visited the memorial chapel of St. Ambrose, where the Old Comrades Association Standard was laid up after an impressive ceremony.

In the evening the ex-submariners assembled for dinner when they were welcomed by Capt. Pizey and heard a review of the year's events by Admiral Fawkes. The toastmaster was Mr. Irwin Chapman (secretary of the Portsmouth Branch), who made most of the local arrangements. Mr. O. Moth proposed a toast to "Absent Friends," and Mr. W. S. Sadlier expressed thanks to H.M.S. Dolphin on behalf of the visitors.

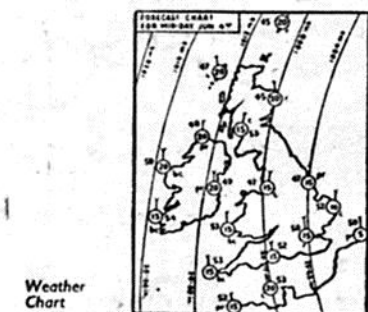
H.M.S. PHENIX

"WORK HARD—play hard," a saying which, at one time, appeared to be losing favour in the Royal Navy, can most certainly not be applied to Phoenix.

Classes are pouring through the instruction rooms as never before. Life is being made easier for them as modern accommodation comes into being. For a small ship's company of 140-odd, the entrants for the sporting programme are most unusual. Inter-Part soccer, entrants, 10 teams; Inter-Part hockey, 9 teams; two soccer and hockey elevens, whilst a rugby side is rapidly coming into being.

Maybe all this enthusiasm is because of our new pet—"Pinky," the pink elephant, now living in the Main Fire School. Even the ship's cats seem to be bitten by the spirit—anyone who would like a nice black and white kitten, or kittens, please ring our sports office—Portsmouth 74661. They will oblige.

Our coming London debut is dealt with elsewhere. I will only say that if the boatswain's mates get any more expert in wielding their cat-of-nine-tails, complaints will come in from the



Weather Chart

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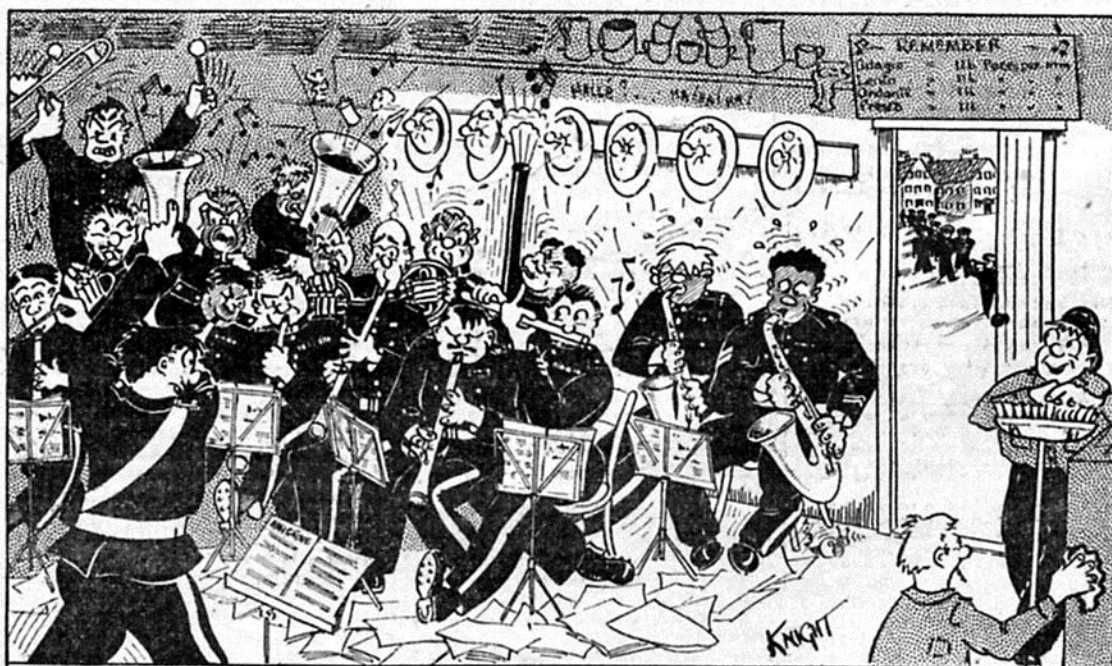


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Music Hath Charms . . .

by D. B. Knight



Do you think we should tell Sir Malcolm and his boys it's Rounds this morning?

Command News (contd.)

Society for the Prevention of Cruelty to Sailors when the show is seen on television.

Tons of luck to the cast with the hopes that they see many pink elephants on the night of Friday, October 22, at Wembley, London.

The Bird

H.M.S. BOXER

ON SEPTEMBER 1, H.M.S. Boxer entered No. 14 Beauty Parlour for her annual face-lift and prettying up. Consequently, we are now enmeshed by scaffolding, cables and compressed-air pipes, daubed in red lead and silverine, deafened by windy hammers and blinded by oxy-acetylene burners. Our "doc," resplendent in a set of new, shiny brass buttons, keeps an anxious eye on the casualty list which is kept down only by deft footwork in avoiding the undergrowth of cunningly placed rubber pipes.

THE M.T. & R.E. Flat-out at Flathouse

ONCE MORE the noise of lathes, drilling-machines, files, hammers and other metal torturing devices assault the ears of the inhabitants of the Flathouse Road district. The M.T. & R.E. are back from leave! Bright-eyed mechanics-to-be dart with tender care around their shining machinery and the whole establishment hums with activity.

Seriously, however, the winter term is now in full swing and we wish our departed "D" Term "happy ships and fair winds." The new "A" Term have settled down and are already shaping very well.

Cricket has imperceptibly faded away and recreation classes are now leaving with football boots slung over their shoulders. It is a little too early to forecast a good or bad season, but if it has anything to do with enthusiasm, we shall have a good one.

"growlers" are large bits which break off the iceberg and rub against the latter, causing a growling noise.

We met our escort, H.M.C.S. Micmac, off Belle Isle, at the entrance to the Gulf of St. Lawrence, and she stayed with us throughout our tour until relieved by the cruiser H.M.C.S. Quebec near Goose Bay.

Mention of Canada usually brings to mind a picture of wide open spaces, but of course it has its big cities too, and Montreal, our first port of call, is the largest.

It is a "wide open city" as they say, and is full of life throughout the day and night. The taverns bear no resemblance to our pubs, inasmuch as you would not consider taking your wife or girl-friend into one. Would-be dipsomaniacs have every opportunity to achieve their object because the taverns stay open most of the night. The best places for a night out were quite a number, but they were too expensive for most of us.

Our Royal Canadian Navy friends at Donnacona made us very welcome incidentally, and the chief and P.O.s held a very good "At Home," to which visiting U.S. and Argentinians and ourselves were invited.

At least 60 of us will remember for a long time our visit to Molsom's brewery (in Montreal). We toured the Brewery (one of the largest in Canada) for about 20 minutes and then spent about two hours sampling the product. We were informed subsequently that we had quaffed a greater amount per head than any previous party—it worked out at approximately a gallon per head.

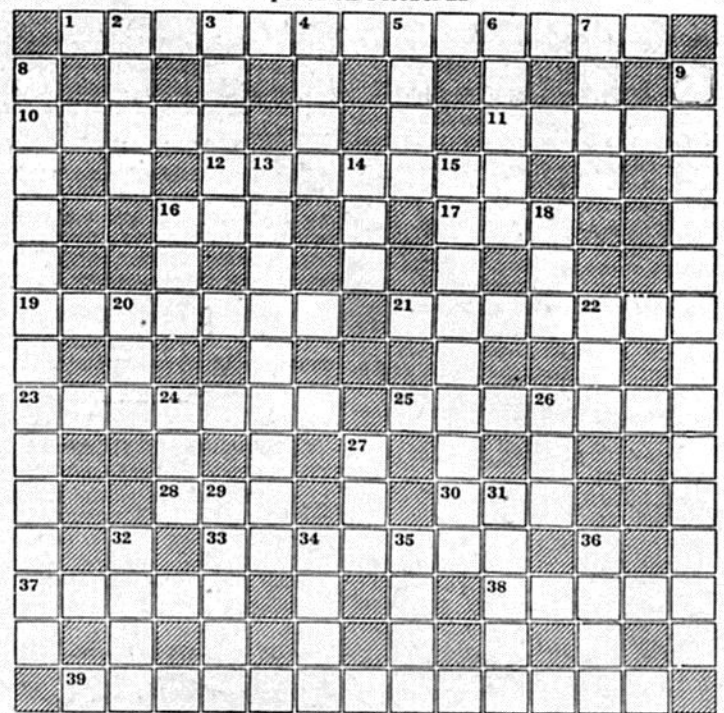
Our next stop was at Quebec, which we had passed en route to Montreal. H.M.S. Sheffield was at Quebec when we arrived but left early next day. Quebec contrasted strongly with Montreal and compared roughly with the latter as Oxford does to Liverpool. Our berth was beneath the imposing Chateau Frontenac, where the Quebec Conference was held. It is true to say, I think, that Quebec is Canada's most historic city and full of interest to the tourist. Bus tours were arranged for us and we came away with a far better idea of the problems facing General Wolfe prior to the battle against Montcalm on the heights of Abraham. Unfortunately, we had bad weather throughout our stay and we were led to understand that there had been little real summer weather thus far.

Quebec, like Montreal, and for that matter most other places east of Montreal, is predominantly French-speaking and the language difficulty was a slight problem. The biggest problem, however, was a financial one.

Our next and final stop was at Goose Bay, and we were really up in the backwoods there, although the whine of jet engines overhead did strike a contradictory note. The whole area is in process of development and has a "boom town" atmosphere about it. Quite a township has been created out of the wilderness and it includes a school, married quarters and the usual canteens. Although our stay was brief we were soon on chummy terms with the Service men ashore and we probably provided at least a few of them with the best laugh they had enjoyed for some time when we played the local ace softball team. Our knowledge of the game was scant to say the least and we undoubtedly broke every rule in the book. However, thanks to our hockey and cricket background, we managed to smite "home runs" with ease, and in fact we

Navy News Crossword—No. 4

A prize of £1 1s. will be given for the first correct solution to be opened on October 21



CLUES ACROSS

1. "Cop Alf's Ear, Pop" (anag.) (2 words, 8, 5)
2. Can be caught, missed or held (5)
3. Relating to the sun (5)
4. A serious card? (7)
5. A live animal in a dead tongue (3)
6. A humbler animal (3)
7. Protection against an airborne "weapon"? (7)
8. See 49
9. Ventilated about an abstainer (7)
10. Geographical location beheaded would be another (7)
11. Direction of vessels up-river (3)
12. Sugar it, Robinson! (3)
13. At which many risks may be taken (2 words, 3, 4)
14. Mounted escort for the coroner? (5)
15. Plurally (and vulgarly) known by those who "know their way around" (5)
16. 21. Stages on the "Road to the Isles" (4 words, 6, 3, 4, 7)
17. Not necessarily rotter number one (4)
18. A wave motion comes back to town (Medi-terranean wave)? (4)
19. Chase around (5)
20. Measures. In fifties it seems (4)
21. Grapes shorten (anag.) (13)
22. 15. Seventeenth century fighters (3 words, 10, 3, 9)
23. One in eight does (2 words, 4, 5)
24. See 9
25. This may reek, and with a container and nothing else it would be painful (3)
26. Committed in using force (3)
27. Jellified at Wimbledon (3)
28. Lever for watery progress (3)
29. Poems by Kipling? (3)
30. Cathedral city (3)
31. Joan's lamp? (3)
32. Town of England, formerly (5)
33. See 32
34. 31. Geographical location in the Indian Ocean (2 words, 4, 5)
35. Howl (4)
36. For cooking in Coventry? (4)
37. A letter in a letter is whitish in colour (4)

CLUES DOWN

2. A confused young animal has this name (4)
3. Push in a plunger (5)

The winner of the Crossword Competition for September was P.O./Steward H. S. Baker, 2 Mess, H.M.S. Starling, to whom a cheque for one guinea has been sent.

did win the match by a narrow margin. In all fairness to our opponents, however, it must be admitted that the result would probably have been quite different had they not loaned us a pitcher and catcher and interpreted the rules so generously for us.

At this stage, mention must be made of the royal yacht band, which entertained hundreds of spectators at all our ports of call by carrying out the beating of "Retreat" ceremony. There can be no doubt that the folks who witnessed the ceremony were much impressed by what they saw. The band also entertained large crowds from the bandstand adjoining the Chateau Frontenac at Quebec, and enjoyed an enthusiastic reception.

It was at Goose Bay that H.R.H. The Duke of Edinburgh embarked for the passage home after a very full programme. The weather was very bad for the first half of our passage, which was particularly unfortunate because no doubt His Royal Highness had been looking forward to a restful trip after his energetic tour. We finally arrived at Aberdeen where His Royal Highness received a great ovation from waiting crowds before departing to join Her Majesty The Queen at Balmoral.

R. L. Dudley

Spotlight on Howe Group

The Cookery School is at present in "deep mourning" for some reason and the instructors are garbed in sackcloth and ashes. But they should be proud of their pupils abroad in Warrior. During the period engaged in evacuating Vietnamese they did very well indeed and soon appreciated the way in which their guests liked their rice cooked.

Last month saw the exodus of the Stationery Store from the Dental Block to "C" Block, where service continues without the traditional "Under New Management" notice.

The Pay Offices are a hubbub of excitement as the new quarter begins with the introduction of the loose-leaf ledger account system. At the end of each quarter from now on every man will be presented with his pay statement. The idea is a good one and should enlighten many. These statements should be kept in the man's S43A for six months, after which he may frame it or do whatever he wishes with it.

N.B.—The "Spotlight" will next be on Frobisher Group (Engine Room Branch). D. G. B.



What we need is some form of the guides who directed the 12,000 people around H.M.S. Boxer on Navy Days. Whether they were on duty explaining the technical points of places like the Aircraft Directing Room, or merely helping young ladies—and others—up and down ladders, they all did their job very well, which is not an idle statement for it is backed up by a letter of appreciation (unsolicited) sent to Capt. Brown by a visitor. Like the testimonials advertised by makers of washing powders, the original letter may be seen at our office any time, if we can remember where it is filed.

On Monday, September 13, H.M.S. Boxer gave a dance at Kimbell's ball-room, Southsea, in honour of H.N.M.S. Soemba, the Dutch counterpart of H.M.S. Boxer. Their visit returns our trip to Holland in July, where H.N.M.S. Soemba acted as host ship to us. Now it is our turn to play host and the dance was a main feature of our arrangements.

With summer leave in August and a refit in September, our sea time these past two months has been nil. Nevertheless, good use has been made of the enforced time in harbour—out of working hours, of course.

The next scoop from H.M.S. Boxer's reporter will be in the November issue, but right now I am fighting a losing battle with the windy hammers. I can't concentrate.

In the Barracks First of June Fete the M.T. & R.E. provided a mechanical wonder in the shape of a bombing range in which model aircraft controlled by the customer released bombs on the fleet below. This was highly popular with the younger visitors.

On September 3, a very successful dance was held in Kimbell's ball-room by the M.T. & R.E., and a good time was had by all.

We bid welcome to Cdr. (E) R. H. P. Elvin, A.M.I.Mech.E., R.N., and wish Cdr. (E) C. M. Bluet, R.N., a happy commission in the Mediterranean. The latter was last seen accompanied by all the officers of the M.T. & R.E. in a barracks' bus and dressed in somewhat disreputable plain clothes, heading north out of Portsmouth! No prize is offered for guessing his probable destination on that occasion.

H.M.Y. BRITANNIA

ONCE AGAIN we greet readers after another short tour of royal duty which took us over to Montreal, Quebec and finally Goose Bay in Labrador, where we embarked H.R.H. The Duke of Edinburgh for the passage home. The passage out was uneventful enough, although towards the latter end we all became very ice-berg conscious. We received reports of hundreds of these menaces and saw quite a few bergs and "growlers"—

CLASSIFIED ADVERTISEMENTS

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement. Box Number, 9d. extra.

ACCOMMODATION

MALLOW GUEST HOUSE, 82 Whitwell Road, Southsea. Special terms October 1st to March 31st, 1955. Bed and breakfast and evening dinner with full board on Sundays, only 50s. per week per head for families of Naval personnel. Children welcome.

SUPERIOR board residence in good district of Southsea, well-appointed accommodation and good food.—Mrs. Brooks, "Castelnau," Merton Road, Southsea.

BED AND BREAKFAST, 8s. 6d. per day.—8 Grove Road North, Southsea.

TWO FURNISHED ROOMS with use of bathroom and kitchen; no children; £2 inclusive.—13 Bay Road, Alverstoke, Gosport.

TWO DOUBLE and two single bedrooms to let with board.—92 Waverley Road, Southsea.

TWO FURNISHED ROOMS with use of kitchen and bathroom.—21 Pains Road, Southsea.

TWO FURNISHED ROOMS, share kitchen. No children. 42s. inclusive.—138 Devonshire Avenue, Southsea.

BED-SITTING-ROOM with gas ring, etc. Also bed-sitting-room with kitchenette. Terms moderate.—10 Worthing Road, Southsea.

TO LET, furnished detached house in Meon Valley; 4 bedrooms, garage and garden; all electric; telephone; 14 gns. monthly.—Apply L. Westbrook, South Hill, Droxford.

TWO FURNISHED ROOMS, use of bath and kitchen. No children. £2 per week inclusive.—51 Clovelly Road, Southsea.

HOUSE TO LET furnished for two years from end November; 5 bedrooms, 3 reception rooms, large garage and storage space; good garden with orchard. Also for sale, cooking apples, any quantity, 3d. per lb. delivered in Southsea and Gosport by arrangement. Old fashioned, but very efficient washing machine, small mains wireless, small billiard table and accessories. Mobo pony and other toys.—Apply Fanshawe, "Holmesfield," The Avenue, Fareham. Phone 2162.

SUPERIOR ACCOMMODATION for naval couple in large house situated in residential district facing Cowes.—Marco, "Green Shutters," Monserat, Lee-on-Solent.

GOOD ACCOMMODATION.—13 Union Street, Portsmouth.

FURNISHED front double bed-sitting-room; use of bathroom and kitchen; 30s. per week.—1 Church Road, Alverstoke, Gosport. Phone Gosport 8465.

BED-SITTING-ROOM and kitchenette; use of bathroom; 45s. per week inclusive.—Phone Portsmouth 32891.

TWO comfortable furnished rooms (twin beds), own kitchen, linen and cutlery supplied, bath and light inclusive, 38s. 6d. per week; suit quiet couple. Sorry, unsuitable for children.—Mrs. V. M. Sanderson, 57 Coneythorn Road, Copnor, Portsmouth.

TWO FURNISHED ROOMS with use of telephone and garage; 4 gns. per week inclusive; no children.—"St. Anne's," Southampton Road (main), Paulsgrove, Cosham.

BOARD RESIDENCE; garage available; terms moderate.—4 Madden Close, Alverstoke, Gosport.

TWO FURNISHED ROOMS with central heating and constant hot water; use of kitchen (own cooker) and bathroom; no children.—17 Devon Road, Copnor.

TWO FURNISHED ROOMS with use of kitchen and bathroom; £2 per week inclusive; no children.—20 Thurbern Road, North End.

TWO FURNISHED ROOMS with use of kitchen and bathroom; no children; 2 gns. per week inclusive.—72 Grayshott Road, Southsea.

ACCOMMODATION with use of bathroom; meals if desired; no children.—16 Lowey Road, Southsea.

TWO FURNISHED ROOMS with use of kitchen and bathroom; 30s. per week inclusive.—64 Aberdare Avenue, E. Cosham.

FURNISHED FLAT with use of telephone and garage; 4 gns. per week inclusive; no children.—"St. Anne's," Southampton Road (main), Paulsgrove, Cosham.

BOARD RESIDENCE; garage available; terms moderate.—4 Madden Close, Alverstoke, Gosport.

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TWO FURNISHED ROOMS with use of kitchen and bathroom; 30s. per week inclusive.—64 Aberdare Avenue, E. Cosham.

FURNISHED FLAT with use of bathroom; long let preferred; 31 gns. per week.—4 Elmhurst Road, North End.

FURNISHED FLAT, self-contained, own meters; 55s. per week.—Phone Portsmouth 6840.

TWO FURNISHED ROOMS to let.—18 Nelson Road, Landport.

TWO FURNISHED FRONT ROOMS with use of kitchen and bathroom; no children.—37 Heyshott Road, Southsea.

TWO FURNISHED ROOMS with use of kitchen and bathroom; no children.—23 Rowlands Avenue, Waterlooville.

FURNISHED FLATS to let from end of October.—Apply Mr. E. D. Short, 15 Market Street, Newbury, Berks.

FURNISHED BED-SITTING-ROOM with h. & c.; 35s. per week. Also bed-sitting-room with use of kitchen and bathroom 32s. per week.—1 Taswell Road, Southsea.

BOARD/LODGING accommodation.—74 St. Andrew's Road, Southsea.

ACCOMMODATION with cooking facilities for periods of 3 to 8 months.—1 Beach Road, Southsea.

BOARD/LODGINGS for one.—24 Fieldmore Road, Gosport.

FURNISHED FLAT, no children, 45s. per week.—14 Ringwood Road, Southsea.

TWO FURNISHED ROOMS; no restrictions.—122 Westfield Road, Southsea.

TWO FURNISHED ROOMS to let.—35 Gatcombe Avenue, Copnor.

BED-SITTING-ROOM with use of kitchen and bathroom; 30s. per week.—65 Mafeking Road, Portsmouth.

BED AND BREAKFAST, 10s. 6d.; board residence 16s. 6d. per day; reduction for periods; very comfortable; well recommended.—Mr. and Mrs. S. O. Felton, 25 St. Roman's Road, Southsea. Phone 31776.

TO LET, in the country, 21 miles from Southwick, small furnished bedroom, suit lady; every convenience; moderate terms.—Phone Hambleton 25.

TO LET, two furnished rooms, use of kitchen and bathroom; no children.—224 Devonshire Avenue, Southsea.

TO LET, furnished ground-floor flat, self-contained, in Southsea; linen and cutlery if required.—Phone Havant 800.

FULL BOARD in residential part of Gosport; reasonable terms, with special reductions for children under 12 years.—20 Ashburton Road, Stokes Bay, Alverstoke. Phone Gosport 8620.

Two furnished rooms, gas and light inclusive; 35s. per week; any evening.—318 Fawcett Road, Southsea.

FURNISHED accommodation, board residence, reasonable terms; garage space available; suitable for Pakistan naval personnel; house conveniently situated for bus routes.—Mrs. V. V. Anderson, 53 West Street, Portchester.

Two comfortable furnished bedrooms and sitting-room to let; reasonable terms; can be viewed at any time.—Mrs. M. Hurley, 17 Beatrice Road, Southsea.

TWO FURNISHED ROOMS to let; completely redecorated; sharing kitchen and bathroom; reasonable terms.—Mrs. L. Mitchener, 24 Meyrick Road, North End.

TO LET, two partly furnished rooms or furnished bed-sitting-room in Rowlands Castle. Every consideration given to suitable tenants.—Mrs. Yalden, 70 Whichers Gate Road, Rowlands Castle.

SITUATIONS VACANT

A.C. COSSOR LTD. require marine radar service engineers and invite applications from ex-naval radar maintenance staff; suitable men will be given training (with pay). The service department is based in London but, in addition, there are vacancies in some of the principal United Kingdom ports. Salary after training, £500 per annum.—Apply the Manager, Equipment Servicing Department, A.C. Cossor Ltd., Canterbury Grove, West-Norwood, London, S.E.27.

SECURITY GUARDS urgently required owing to expansion of business. Ex-Service men, aged 35-55 for night work. Applicants must be fit and reside in London area. Good pay, free uniform, pension, welfare; fidelity bond. Write giving particulars past employment to Box 14.

TRADE

DO YOU DESIRE HOUSE OWNERSHIP? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future.—Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

FOR SALE

AUSTIN A40, 1951, 28,000 miles; one owner; £475.—Lieut.-Cdr. Barrow, 6 Garden Street, Chatham. Phone 4063.

ARIEL, 350 c.c. 1947 motor-cycle; £60; bargain.—Apply Norman Fox Ltd., Petersfield.

BEAUTIFUL BUNGALOW overlooking Furze Creek, 30ft. lounge plus 12ft. dining-room; 4 bedrooms, 2 bathrooms, delightful kitchen; laundry with Bendix, refrigerator, modern cooker, central heating, clothes storage, loft, garage, greenhouse, water softener, sunbaths, etc.; fine garden; £5,950.—Details, L. P. Worger, Esq., Sanctuary, Bosham Hoe.

SHOW Siamese and Persian studs available, and kittens usually for sale.—"Sevenoaks," Cowplain, Hants.

MORRIS 8, two-door, 1938, black; good condition; £125.—Phone West Meon 295.

SPORTS PAGE

THE EFFECT OF THE GENERAL SERVICE COMMISSION ON SPORT IN THE HOME FLEET

UNTIL THE General Service Commission is in full swing the traditional Home Fleet sports competitions are going to be difficult to arrange and, even then, much of the old pattern will be shattered when ships from abroad return to the United Kingdom, perhaps in the middle of a cruise or a sports season and, conversely, ships leave in the middle of a competition.

Faced with this problem in the Home Fleet, it has been necessary to rearrange the sports organisation and in such a manner as to allow for the various movements and the different classes of ships, especially considering the likely absence of heavy ships for some time to come.

In the future, therefore, two levels for sport are being adopted:

- (a) *Unit* (Inter-Ship or Group), where the Fleet is divided into "units," i.e., existing squadrons and other ships or groups of ships of the same approximate strength, and
- (b) *Fleet* (Inter-Unit), where the "units" having previously held their own inter-ship competitions engage each other in a knock-out form of competition.

Generally speaking, preference will be given to the former so that when grounds and recreational facilities become available, the various ships' games are not continually crowded out by the "big matches," although the opportunity of a needle Fleet match will not be missed when circumstances make it possible.

Sports competitions are being organised on a Cruise basis and open only to those units present at the time of the competition. Also, to give units some direct voice in sports proceedings, a Home Fleet Central Sports Committee has been formed which is to meet prior to the end of each Cruise, with the object of planning activities on a basis agreeable to all for the following Cruise.

Whilst it is desirable to cover the whole range of sports activities during a year, this is unlikely to occur owing to shortage of grounds, infrequent opportunities for games-playing and insufficient time when the Fleet is together as a whole. However, it is hoped to cover the main competitions and, above all, to "remove the pants" of the Mediterranean Fleet when we meet for the Combined fixtures.

During the present Autumn Cruise, apart from Inter-Part matches and the various ships' friendly fixtures when visiting foreign ports, an athletic meeting and novices' boxing competition are to be staged, at Invergordon and Gibraltar respectively. It had also been hoped to arrange a cross-country race and a seven-a-side rugby competition, but this does not now appear to be practicable.

H.M.S. MERCURY Soccer

AFTER A DISAPPOINTING 1953 season, things are looking up (apart, of course, from the weather, which has already caused a number of Inter-Part games to be postponed and turned the grounds into quagmires). We have had an encouraging start to the season, and in United Services, Division I, the score so far is four matches played and four matches won; while in United Services, Division III, it is three played, two won and one lost.

As always, difficulties are being experienced with the constant changes of personnel in an establishment such as this and, with full training class schedules, these allow very little scope for early kick-offs. However, we hope to show considerable improvement over last year, particularly in Division I.

Mercury also belongs to the Waterlooville and District League. This continues to be a good testing ground for some of our untried players, and results in this league have so far proved quite encouraging.

Hockey

With plenty of keen players in Mercury, we are looking forward to a good season, and especially to the Inter-Establishment Knock-Out. A 3-0 win in our first match was a good boost to morale for the start of the season.

Rugby

We have managed to get together a team, and although lacking in the finer techniques, lack nothing in ability to continue striving. We lost the first match of the season 20-6, but with more experience and tactics it is hoped to reduce considerably this margin in

future matches. With our "inclined" pitch we have the advantage over visiting teams this rainy weather in knowing the direction of the tide for the kick-off.

Swimming

The unestablished area at Hyden Wood, which we hope will one day be our main football ground, continues to make slow but sure progress. Future "stone-raking working parties" will be issued with flippers and water-wings!

Forthcoming Event

October 1.—The Admiral Commanding Reserves inspects divisions.

COMBINED SERVICES v. A.A.A.

THE NAVY athletes made their last appearance of the season when they formed part of the Combined Services team versus the A.A.A. at Hull on September 11.

Their performances were as follows:
Weight.—First: Sgt. Savidge, 53 ft. 11 in.

Discus.—Second: Sgt. Savidge, 151 ft. 11 in.

Javelin.—Second: Cpl. Williams, 166 ft. 6 in.

High Jump.—Third: Sub-Lieut. Pattinson, 5 ft. 8 in.

Long Jump.—Fourth: L.S. Glover, 21 ft. 13 in.

3,000 Metres.—Fourth: L.R.E.M. Moorhead, 9 min. 48.8 sec.

Hammer.—First: A.A. Valentine, 178 ft. 7 in. (record).

Sgt. Savidge is due to leave the Service in October. He will be sadly missed.

This is also the opportunity to say farewell to P.O.S.M. Ellick, likewise due to leave the Service in October. He will be remembered by many as the starter at naval and first-class civilian athletic meetings.

RESERVE FLEET, FLAGSHIP GROUP

THE CHAMPIONSHIP of the cricket league was decided by the final game between the chief petty officers and petty officers and the seamen. By scoring 93 runs in the hour, the fastest scoring of the season, the chief petty officers and petty officers won the match by 34 runs.

The champions lost but one match during the season. Their success is due largely to C.Y.S. T. Jones, who generally "fathered" the team and kept them on their toes.

Throughout the winter months it is proposed to run an Inter-Part league and a knock-out soccer competition.

H.M.S. DRYAD

THE TWO ship's company football teams, coached by C.P.O. Lean, are settling down well, although so far only one win is recorded. There is a very active supporters' club with a membership of over 100.

At the time of going to press the P.Os' team is top of the Inter-Divisional Football League and looks like staying there.

The 1st XV rugby is showing great promise and won the first match of the season against R.N.B. 19-9.

The ship's hockey team started off well with a 3-0 victory against Daedalus, and in the Inter-Divisional League there is a close struggle for first place between the officers and the Petty officers.

Inter-Establishment sporting activities really get under way next month, and cross-country running and boxing will start at Dryad.

Dryad has six entries for the Portsmouth Command Novices championships.

H.M.S. OSPREY

THE 1954 SUMMER will long be remembered for its wet, windy and generally wintry characteristics. These, in general, had an adverse effect on sports, but in some, particularly sailing, they provided many exciting and amusing incidents.

In cricket a large number of the matches were played against surrounding villages and local ships and squadrons. The over-all results—won seven, lost eight and drew one—is a slight improvement on the previous season. Osprey had the distinction of dismissing R.A.F. Ringstead for 14 runs (Steward Erskine 7 for 8), but later in the season were themselves dismissed by the Yeomen of Abbotbury for 15, on what can best be described as a

"sporty" wicket. After being soundly beaten by Maiden Newton, honour was restored in the post-game "discussion" in the skittle-alley of the "White Lion." The Inter-Part Cricket Shield was won this year, after two previous unsuccessful efforts, by the chief petty officers and petty officers.

The weather, combining with the poor surface of our tennis courts, damped the enthusiasm of many of our would-be Drobnyns. Five matches in all were played, two against Bryanston School masters, Osprey losing 4-5; two against R.A.C. Bovington also resulting in two defeats, 1-6 and 5-6. The defeat of the Staffordshire Regiment (T.A.) 6-0 saved us from a winless season.

Our golfers so far have yet to reach a decision. Both matches to date have resulted in draws, 2-2 against the Long Course, and 3-3 against Portland and Came Down. The Baker Golf Trophy proceeds slowly, and it is hoped to have this finished by the end of the year. The annual Osprey-Vernon match was cancelled, and with the winter sports upon us there seems little possibility of the fixture being played this year.

The adverse weather provided the sailing enthusiasts with an exciting and successful season. Altogether 10 ratings passed the qualification for helmsman. Mid-week races provided the main interest. Out of 15 meetings Osprey won eight first, 12 second and 10 third places. The return of the Home Fleet Training Squadron and dinghies of H.M.S. Ocean provided a serious challenge. Osprey was well represented in the Weymouth Regatta in races for Service boats. Surg./Lieut. R. Coles, R.N.V.R. got a first and a second.

The most interesting event of the season was Osprey's own sailing regatta for a trophy presented by Capt. G. I. M. Balfour, D.S.C., R.N. Through the kindness of the Home Fleet Training Squadron, the Second Submarine Squadron in lending their boats, heats of six boats over three days enabled some 40 helmsmen to take part. The trophy was won by Lieut. E. J. Sebborn, R.N. The last event of the season comprises three races for the Portland Sailing Trophy, repeatedly postponed by the absence of either the Home Fleet Training Squadron or H.M.S. Maidstone.

From reflections on the past we turn to hopes for the future:

During the summer, squash came almost to a standstill. However in August a spate of activity was produced when keener members painted out the court in readiness for the new season. The first real action took place on Monday, September 13 in the form of an American tournament. Surg. Lieut. Cdr. LeClereq was in the lead when time ran out.

In soccer, owing to the usual weekend difficulties in raising a team, Osprey has withdrawn from the Dorset League. We are, however, well represented in the mid-week Inter-Services League, where we hope to improve on last season, when we finished in the seventh position. Now that our ground is in commission for Inter-Part fixtures and training, we hope to see better results. Next week we play the first round of the Navy Cup against Collingwood.

United Services (Portland) demand the services on Saturdays of a number of our hockey players; Osprey's fixtures are played mid-week. The shortage of grounds precludes the arranging of a full fixture list, but matches are being arranged with Theseus, Ocean, Second Training Squadron and Second Submarine Squadron, and we have entered for the Navy Cup, instituted this year.

Rugger prospects are brighter this year and a regular team should be available without too much reliance being placed upon support from classes. A full mid-week-only fixture list has been arranged in order to free as many players as possible for United Services (Portland). The list includes games with local ships and squadrons and near-by Army and R.A.F. units.

WEIGHT-LIFTING IN THE ROYAL NAVY

WEIGHT LIFTING! To the uninitiated, this word conjures up the picture of massive individuals in leopard-skin tights ponderously heaving enormous weights overhead. Today this picture could not be further from the truth.

In the last few years weight lifting has become a streamlined sport and the use of weights has become a recognised form of training in the whole sporting sphere. The A.A.A. has issued schedules of training for all forms of athletics, and many of the world's foremost sportsmen now make use of weights.

In the Royal Navy weight lifting and weight training, to differentiate be-

tween two aspects of the game, have been carried out by a number of people, but in most cases individually. Several ships possess sets of weights, and small groups of enthusiasts have got together to indulge in the sport.

A weight-lifting club was formed in H.M.S. Collingwood about a year ago, and is now flourishing with a membership of some 30 to 40. At present members are concentrating on body building, but efforts are being made to form a competitive weight-lifting team to take on some of the local lifters.

Royal Navy personnel who are interested can join one of the local gymnasiums, the best-known being Bob Woolgers, at Southsea and Cosham. If any information is desired, Inst. Lieut. Walton, R.N., and Leading Seaman Bell, of H.M.S. Collingwood, would be pleased to help, and they would like to hear from any enthusiasts in the Service.

CROSS-COUNTRY RUNNING

IN MOST ships and establishments the number of officers and men interested in cross-country running is generally very small, and for many years the only opportunity that they were given for taking part in their own particular sport was a command championship twice a season, with possible selection for command and Service if they were good enough.

In 1926 (or thereabouts) a band of enthusiasts got together and decided to form a club in the Portsmouth Command, with Saturday fixtures against other Service and civilian clubs. Ever since that time, with a break during part of the war years, the same club has kept going, and continues to provide first-class facilities for any officer or man who wishes to run over the country, or on the road.

Originally known as the Portsmouth Command Royal Naval and Royal Marine Cross-Country and Athletic Club, the name has now been modified to Royal Naval Athletic Club (South), to signify that its boundaries are not fixed by command limits, but that its members can be drawn from any naval establishments from Ford in the east to Yeovil in the west.

A full fixture list for the present season leaves only one Saturday free (December 25), and includes matches against all the Hampshire civilian clubs and several from Sussex. The Metropolitan Police have been opponents for most of the club's existence, and another first-class opponent is the Milocarian Club. Teams are entered in county championships, the South of Thames, Southern and National Championships, where the leading clubs from other parts of the country are found, so that any naval man in the local club has the chance to run against the best in the land.

The first home course was based on Fort Widley, then an improved course was at Wymering Race Course (now hidden under houses), then from Leon-Solent aerodrome, where several roads had to be crossed, until finally the best possible facilities were obtained in the grounds of H.M.S. Dryad. Here it is possible to run courses of any distance from just over a mile upwards, owing to the excellent layout of the paths and tracks and the changing accommodation is better than any other club can offer.

The present secretary is C.P.O. H. I. R. Barnes, of H.M.S. Excellent (Phone Dockyard 5204), who is himself an ex-Navy team representative over the country, and he will be pleased to hear from anybody interested. Unlike many other sports, the number who can take part at any one time is unlimited, and no one has to run the complete race distance, nor is his pace decided by anyone other than himself. For away fixtures and team championships limits do have to be applied, but on the home course everyone who turns up gets his chance to run and score for his team.

Since H.M.S. Collingwood began to train apprentices it has been possible to organise races for those under 19, and recently youths' teams have been formed with the assistance of H.M.S. St. Vincent.

Training during the week is rather an individual effort, and members in various ships and establishments have to get together among themselves and fix up what they can, according to duties, etc. This winter, however, it is the intention to have indoor training at the Royal Naval School of P. and R.T., under the direction of C.P.O. Johnson, who has recently attended the Loughborough College coaching course, and this training is available for track and field event athletes, as well as long-distance men. It is not sufficient to come out in April or May with a pair of spikes and expect to run a 100 yards in 10 seconds, nor throw a javelin 180 feet: the man who trains for 52 weeks of the year is the one who stands most chance of getting his Navy colours in the Inter-Services championships.

C. A. S.

MODERN PENTATHLON

FOR THE first time the Royal Navy are entering a team in the National Pentathlon Championships, to be held at Aldershot from September 28 to October 2.

The Royal Marines are the experts at this, and although this year the Royals have amalgamated with the Royal Navy to form the Royal Naval Pentathlon Association, by the rules separate teams have to be entered in the National Championships.

The Individual Royal Navy Championships were held at I.T.C., Lympstone, Devon, in July, when Sergt. Rees, R.M., a P.T.I., won, and Lieut. Easterbrook, R.M., was second, although he might have beaten Rees had he competed in the running. As it was he refrained from so doing, owing to a strained tendon Achilles, which he wanted to rest before the National Championships. These two, and Lieut. Aldrich, R.M., make up the Royal Marine team. The Royal Navy team consists of Lieut. (E) Jarrold, R.N.A.S. Ford; Lieut. (E) Dougan, R.A.F. Syerston; and Sub-Lieut. Harding, the latter now undergoing courses at Portsmouth.

Had Lieut. (E) Creagh - Osborne, who did so well last year, been available, the team would have been all engineers, a great credit to the "Purple Empire."

The five events consist of pistol shooting at 28 yards; cross-country running over 2½ miles; horse riding, including jumping; swimming, free-style, 330 yards; épée fencing.

The expense of riding precludes many naval men going in for this sport. However, it is becoming increasingly popular, so if you are interested, ask your sports officer for details. The natural swimmer and runner are the best bets as the other skills come with practice.

HOWE GROUP

(Supply and Secretarial)

WITH THE advent of autumn (according to the calendar we have had summer), Howe Group soccer and hockey teams have started well. The soccer team beat Maple Athletic in the Portsmouth League 12-3, but suffered a 6-2 defeat at the hands (or feet) of Anson "B." The hockey team gained a victory over Victoria Barracks 1-0 and over R.N.H. Haslar 2-1. This team is said to be assuming a 1948-49 Ceres look. Old stalwarts of that team—the word "old" being used in its loose sense—are C.W.O. H. Lavers, C.S.O. L. Morse and Ldg. Wtr. Ellington; to say nothing of the whistle-blowing of Capt. (S) Philips.

Whilst on the subject of sports in the Group, the soccer team hope to entertain their opposite numbers from Guz later in the season—not only to a match but to a dinner-dance on the eve of battle.

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ATOMIC ENERGY RESEARCH ESTABLISHMENT—HARWELL

There are a considerable number of vacancies at Harwell for ex-Royal Navy personnel, or those to be released during 1954-55, especially in the following classes:

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Other Tradesmen are required and should apply.

There are also vacancies for both men and women for Resident Catering and Hostel posts, Process Work, Security Watchkeeping, Laboratory Attendants, etc. Further details are set out in the booklet "Careers in Atomic Energy" which can be obtained from the address below, or from the Re-Settlement Officer, Royal Naval Barracks, Portsmouth.

SENIOR LABOUR MANAGER, A.E.R.E., Harwell, Didcot, Berks.